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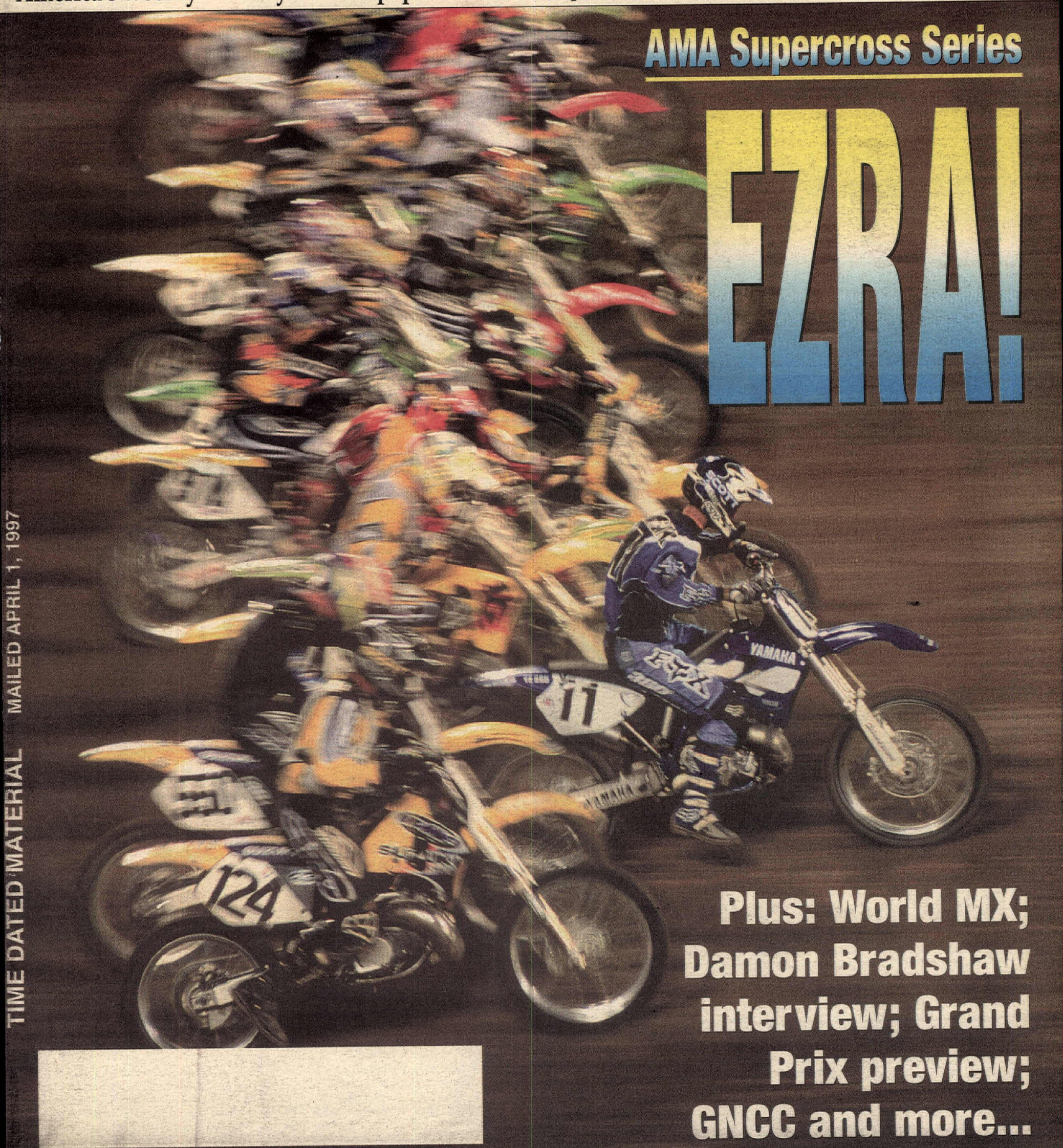


AMA Supercross Series

EZRA!

Plus: World MX; Damon Bradshaw interview; Grand Prix preview; GNCC and more...

TIME DATED MATERIAL MAILED APRIL 1, 1997

Team Green's **David Ondas** and **Donnie Book** (Kaw) won the Tonopah 300 in Tonopah, Nevada, on March 29, round one of the Best in the Desert Silver State Series. **Dave Hamel** and **Dennis Belingheri** (Kaw) finished second, **Destry Abbott** and KTM Team Manager **Scot Harden** (KTM) finished third, **Nick** and **Russell Pearson** (KTM) finished fourth and **Jeff Capt** and **Tim Staab** (Hon) closed out the top five overall. The duo of **Ty Davis** and **Paul Krause** (Kaw) led the event until their bike seized.

Team F&S Kawasaki's **Mike Metzger** has been training and getting ready for the remainder of the AMA National Motocross and Supercross Series after breaking a femur in November at the FIM World Supercross in Paris, France. Metzger was scheduled to return to racing at the Minneapolis Supercross on March 15, but had to have emergency surgery to remove his appendix and gall bladder after experiencing sharp pains the week prior to the event. Metzger says he should be ready to race by the Hangtown National Motocross in Sacramento, California, on May 4.

Despite leading the Australian Touring Car Championship for the first time, former 500cc World Champion **Wayne Gardner** may be forced to withdraw from racing due to a lack of funds, according to *Cycle News* contributor Darryl Flack. The 37-year-old Gardner won his first-ever round of the championship at Calder Park on March 15 in his Coca Cola-backed Commodore V-eight, but says he'll have to reduce his costs dramatically to complete the season. With anti-tobacco-sponsorship legislation hitting Australian car and motorcycle racing at the end of 1995, Gardner was believed to have outmaneuvered his more fancied rivals by securing Coca Cola in 1994. It's understood, however, that Gardner has put in a considerable amount of his own money since establishing Wayne Gardner Racing in 1994, with a series of heavy crashes contributing to his funding crisis. "We can't afford to do the full series - in fact at the moment we're only doing the first three rounds plus Indy (the Indy Car race on April 6)," Gardner said. "I love driving these V-eights, but I'm just not prepared to keep spending my own money. I worked too hard to earn it racing motorcycles to give it all away racing cars."

The planned public launch at the IRTA test in Jerez, Spain, of Kenny Roberts' all-new three-cylinder **Modenas KR3** was canceled, with team and bikes absent from the Jerez tests with continuing development problems. Teething troubles have thrown the tight schedule into disarray, with sources close to the team admitting that the machine is now unlikely to be ready for the first two or three GPs. It may make a publicity appearance in Malaysia, at the behest of its backer Modenas; but is not likely to be in race-ready trim. One problem is thought to be crankshaft failures, with Tom Walkinshaw Racing engineers working flat out to find reliability from its first-ever two-stroke engine. The clutch is also understood to have suffered a catastrophic failure in tests in Malaysia two weeks ago, locking up the transmission, causing rider Jean-Michel Bayle to crash and bringing the first serious race-track tests to a close. Other delays in delivery of components have accumulated to put the Modenas seriously behind a schedule that was already rather overambitious.

Spanish Hondas dominated the three-day IRTA test at Jerez last week, with Team Pons Movistar riders **Alberto Puig** and **Carlos Checa** both inside the lap record. But the surprise of the weekend was **Troy Corser**. The non-defending World Superbike Champion was third overall, ahead of experienced fellow Yamaha riders Luca Cadalora and Norifumi Abe, and just over a tenth slower than Kevin Schwantz's 1994 lap record. Cadalora was fourth-fastest, with French privateer Regis Laconi fifth, on a good showing after bouncing back from a crash on the new production version of the Honda NSR500V V-twin. Then came Abe (Rainey Yamaha), Alessandro Gramigni (standing in for the recuperating Doriano Romboni on the Aprilia V-twin), Yamaha privateer Jurgen van den Goorbergh, second Rainey rider Sete Gibernau, then Juan Borja and Jurgen Fuchs on the Elf 500, some two seconds down on leader Puig. Kirk McCarthy was 12th, ahead of experienced fellow-ROC-Yamaha privateers Lucio Pedercini and Fred Protat.

Sito Pons' 500cc Grand Prix team was backed primarily by Fortuna cigarettes in 1996, but this year the main sponsor of the Carlos Checa/Alberto Puig Honda team is **Movistar**, the leading mobile digital telephone service provider in Spain. The team is also backed in part by Spanish petroleum giant Repsol.

Former factory AJS motocrosser **Doug Grant** will hold a **vintage motocross school** at Sandhill Ranch in Brentwood, California, on April 18, two days before the AHRMA Vintage Motocross National at Sandhill. For more information, call 206/347-3057.

Keith Code's **California Superbike School** will hold its first session on the big track at Willow Springs Raceway since 1995 when it returns to the Rosamond, California, facility on May 19. For more information, call 818/246-0717.

Vintage Iron has announced that **Works Performance** has signed on as the title sponsor for the combined east and west **Evolution of Motocross Series**. Hugh's Bultaco and Northwest Maico/CZ have returned as co-sponsors of the series while Troy Lee Designs and Pirelli tires have also signed up, according to Vintage Iron. The West Coast series opener is scheduled for Verde Valley MX Park in Phoenix, Arizona, on April 13. For more information, call 602/849-1572.

The opening round of the **World Championship Road Race Series**, scheduled for Shah Alam, Malaysia, on April 13, will air on **Speedvision** on April 13 at 2 p.m. Eastern, according to First Auto Sports Television (FAST). Speedvision will air the first three rounds at 2 p.m. Eastern on the day of each race, with Prime Network scheduled to air the fourth round of the series in Mugello, Italy, on May 18, also at 2 p.m. Eastern.

AMA Superbike and Supersport road racer **David Roy** suffered a separated shoulder and broken collarbone in a snow-boarding accident on March 23. Roy, who missed the opening two rounds of the AMA series while recovering from elbow surgery, will be out for an additional four to six weeks.

An AHRMA 3/8-mile flat track will be held at the Antelope Valley Fairgrounds in Lancaster, California, on April 6, marking the first time that motorcycles have raced at the facility since J.C. Agajanian promoted events there 20 years ago. The race will be billed as the **Ray Hensley Memorial Race**, in honor of the frame builder who died recently. For more information, call 805/948-1019.

The **Hard Rock Cafe** and COPES (Child Or Parental Emergencies Services) will present the seventh annual **Canyon Cruise for Kids** on Sunday, April 6, starting at the Hard Rock Cafe in Newport Beach, California. More than 4000

U.S. ISDE World Trophy team named

The AMA has announced the six riders who will represent the United States at this year's International Six-Days Enduro (ISDE) in Brescia, Italy, August 19-24.

The 1997 team will be made up of the same six competitors who scored a third-place finish last year in Finland which was America's top finish since 1982 in Czechoslovakia. The riders are 1995 National Enduro Champion Ty Davis (last year's Top American at the Six Days), '94 National Enduro Champion Steve Hatch, six-time National Enduro Champion Randy Hawkins, ISDE veteran and multi-time gold medalist Chris Smith, two-time National Hare Scrambles and four-time National Reliability Enduro Champion Rodney Smith, and multi-time National Hare Scrambles and Grand National Cross County Champion Scott Summers.

Perhaps the biggest news of all is that the U.S. squad has picked up a major team sponsor for this year's event. Pro Grip, an Italian company and one of the largest handlebar grip manufacturers in the world, will be the official sponsor of the U.S. Pro Grip Trophy Team.

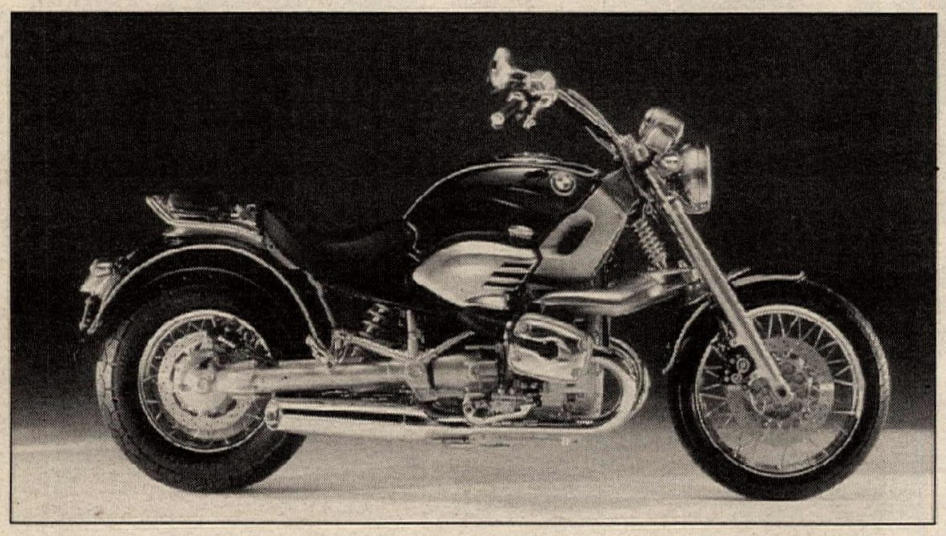
"With Pro Grip's substantial backing for this year's Trophy team, our riders can concentrate on preparing for the ISDE without worrying about the financial burden like in years past," AMA Member Activities Director Hugh Fleming said.

In addition to the six-man U.S. Pro Grip Trophy Team, Team USA will also include a four-member Junior Trophy Team and another 27 riders who will be assigned to three-member club teams. As usual, selection of the Junior Trophy and club team members will be based on their individual results from the 1997 AMA National Reliability Enduro Series. Last year in Italy, a team from the United States won the club team division for the first time.

For those who are interested in going to Italy to spectate or to assist Team USA's effort in Brescia, the AMA will again be offering a tour package that will include round-trip airfare to Milan, rental car and 13 nights at Brescia's Hotel Majestic, the official Team USA hotel for the ISDE. Each tour package also includes an official Team USA jacket.

Tour prices range from $1957 to $2161 and depart from several U.S. cities and, of course, prices are subject to change due to exchange-rate fluctuations. Prices are also based on double occupancy.

For more information on the Team USA Tour, call Central Park Travel at 800/657-2550.



BMW goes cruising

You know the cruiser market is getting big when BMW introduces one. A release from BMW, dated April 1, contained limited technical data and the above photo of the new BMW cruiser, the German company's first, called the R1200C.

Though clearly a cruiser, the R1200C is definitely a *BMW* cruiser. As such, it gets the the natural engine choice - the new-generation four-valve-per-cylinder horizontally opposed twin, but modified to make the boxer engine more suit the life it will lead in a cruising-oriented model. The most important of these alterations is a displacement increase to 1170cc, 85cc more than the standard R1100 powerplant. In addition, the fuel-injected, catalyst-equipped twin was retuned to augment low-end torque with the net result being 61 hp at 5000 rpm and peak torque of 70 ft.-lbs. at 3000 rpm.

The Telelever front suspension system is retained on the 584-pound machine and seat height is 29.1 inches. ABS will be available as an option.

The R1200C is expected to be available by midsummer with the United States getting the first crack at the new model.

riders are expected to participate with an outdoor concert featuring George Thorogood and the Destroyers as well as Jonny Lang scheduled for 1 and 3 p.m., respectively.

Tread Lightly! has produced a new publication, **"Tread Lightly!'s Guide to Responsible Trail Biking,"** with sponsorship from Kawasaki Motors Corp. USA. The booklet focuses on educational material that is specifically helpful to trail riders. The booklet is available for $2 from Tread Lightly!, 298 24th St., Suite 325, Ogden, UT 84401.

Off-highway-vehicle enthusiasts and the general public are invited to join in a host of activities planned for the **Moose Anderson Days**, scheduled for the Jawbone Canyon Off-Highway Vehicle facility, located north of Mojave and California City in California, on April 26-27. For more information, call 619/373-1146.

After 16 years of broadcasting in Southern California, **Centerstand** - a weekly motorcycle radio show - will air for the final time on Saturday, April 5. To bid farewell to the canceled show, motorcyclists can attend a ride-in for the show's finale on April 5 in the KPFK (90.7 FM) parking lot at 7 a.m. The station is located at 3729 Cahuenga Blvd. West in North Hollywood.

The 23rd annual **Viewfinders MC Grand Prix** will be held on October 4-5 at Glen Helen Raceway in San Bernardino, California. The event will be the fifth race in the AMA D-37 Big Six GP Series. For more information, call 714/739-8633.

The **Riders for Health Motorcycle Stunt Extravaganza/Day of Champions** will be held on Thursday, August 14, one day before official practice starts for the British Grand Prix at Donington Park. The show will feature stunt rider Gary Rothwell in addition to all of the top Grand Prix stars in the annual event which raises money for the Riders for Health.

The **American Trials Association** (ATA) has announced that tickets can be purchased to win a Montesa 315-R and a Gas Gas JTX-320 with proceeds from the raffle going to a fund that will help the U.S. **Trials des Nations** team compete in the annual TdN event, scheduled this year to be held on the Isle of Man in the United Kingdom. The drawing for the two bikes will be held at the conclusion of this year's 27th annual El Trial de Espana at the McCain Valley OHV area, some 50 miles east of San Diego, California, on April 20 - the day after the third round of the NATC National Observed Trials round at the same venue. For more information on the $1 raffle tickets, call the ATA hotline at 714/562-7742 or write to American Trials Association, P.O. Box 20570, El Cajon, CA 920121.

AUTOGRAPH SIGNING: At Fairfield Cycle Center in Fairfield, California, on April 12 from 1 to 3 p.m. Harley-Davidson's Chris Carr is scheduled to appear. For more information, call 707/422-3150.

BORN: Dominic Vincent Iorio, to Kawasaki's public relations manager Vince Iorio and his wife Lisa in Irvine, California, on March 18.

CORRECTION: The Gulf Coast Arenacross Series will begin in Gulfport, Mississippi, on April 18-20 - not in Gulfport, Missouri, as we incorrectly reported in an earlier issue. For more information, call 601/255-8110.

OPENED: Progressive Suspension's home page on the World Wide Web. The site can be found at the following address: http://www.progressivesuspension.com.

OPENED: Dynatek Electronics' home page on the World Wide Web. The site can be found at the following address: http://www.dynaonline.com.

AUTOGRAPH SIGNING: At Ray C's Cycle and Sports in Lapeer, Michigan, on April 11 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Damon Huffman and Ryan Hughes are scheduled to appear. For more information, call 810/664-1660.

OPENED: Bosenberg Motorcycle Excursions' home page on the World Wide Web. The site can be found at the following address: http://www.bosenberg.com.

CANCELED: The Penguin Racing School scheduled for May 15 at Homestead in Florida, due to track renovations. The school will still hold its winter session at Homestead on December 5. For more information, call 508/339-4673.

NAMED: Maxima Racing Lubricants, as the title sponsor for the AMA Western 4-Stroke MX Nationals. CN

Marlboro and Rainey: on again, off again

Marlboro, motorcycle racing's biggest sponsors, has been accused of multi-million dollar amateurism, after an astonishing about-face has its ambassadors coming back to Yamaha and Team Rainey, two months after unexpectedly and suddenly dropping them.

The biggest sponsors in motorcycle racing took Wayne Rainey and the Yamaha factory by surprise when they abruptly informed them in late January that they were to withdraw expected backing. Now it seems that parts of the international Phillip Morris empire were also taken by surprise, and a rebellion within the company has seen the decision overturned, with only weeks to go before the first Grand Prix.

The rescue bid failed, however, coming too late to divert Yamaha and Team Rainey from the course that Marlboro's withdrawal had obliged them to follow, running in Yamaha factory colors without a brand-name sponsor.

Phillip Morris, the tobacco giant which owns and operates the Marlboro brand worldwide, decided in late January to put all of its 500cc-class backing behind Kenny Roberts and his new three-cylinder Modenas project. Until then, Rainey had been fully confident of backing, after continuing discussions throughout the winter.

At the time, he said: "Marlboro has supported me for a long time, and now they've decided not to support me. I can understand that. But they gave no warning in our previous discussions, and the decision came too late to give us time to look for another sponsor."

The Yamaha factory team had enjoyed Marlboro backing since the early '80s. Now the factory stepped in with a promise to support the team itself for the season, and the bikes appeared at the Jerez tests in Yamaha colors.

However, behind closed doors at Jerez, Marlboro representatives were locked in discussions with Rainey and Yamaha, trying to find a way to reverse the decision.

This put Rainey in a strong bargaining position, and while he had declined to comment, sources close to the team suggest that he might have been willing to cut a deal, which would necessarily be on favorable terms for him. One point is thought to be a contract for 1998 as well.

However, it is understood that the Japanese factory, who was insulted by the way the original sponsorship cut was made without warning or consultation, was quite reluctant to re-engage with Marlboro.

Again, Yamaha wouldn't comment officially, but its men on the ground conveyed the attitude that the team's plans for the 1997 season, having once been disrupted through no fault of its own, are now fully in place. It would have taken more than Marlboro could offer to make Yamaha change its mind.

The reason for the U-turn seems to be a lack of communication within Phillip Morris. The decision to go with Roberts alone was taken in the European headquarters in Switzerland, the central sponsorship office. One reason given since then is that Rainey's 1996 Marlboro backing came from Phillip Morris Italy, and was attached to Italian rider Loris Capirossi. Capirossi walked out of Team Rainey in October, switching back to the 250cc class with the factory Aprilia team.

The Asian wing of Phillip Morris was ignorant of this, and only discovered a month or more later that it no longer had the official Yamaha 500cc team and top Japanese rider Norifumi Abe.

The situation is compounded by delays in the Marlboro Modenas KR3 program, with the all-new three-cylinder Team Roberts machine missing the Jerez IRTA tests, and now unlikely to make the first two races of the year, in Malaysia and Japan.

It is understood that Phillip Morris executives in Hong Kong initiated the rebellion against the Swiss decision, bypassing the Lausanne office to go directly to the firm's headquarters in New York.

The new Marlboro deal offered to Rainey and Yamaha is believed to have come directly from Asia, and would not affect the Swiss deal with Roberts.

Michael Scott

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(562) 427-7433; (213) 636-8844.
FAX (562) 427-6685

Eastern Office
4188 First Ave., Tucker, GA 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(770) 934-7850. FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

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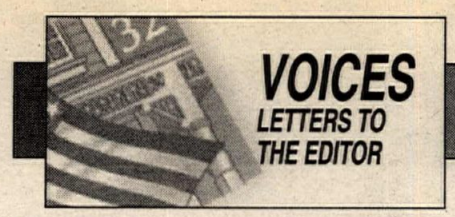

Gratitude

I wanted to express my gratitude to everyone who had called and sent cards after my crash at Daytona. With the loss of Roger Reiman, it has been hard to think of my broken leg as anything but a trivial injury, but I do appreciate people thinking of me. The leg will heal in time, but let's not ever forget Roger's greatness as both a racer and a man.

Godspeed, old friend.

Don Emde
Laguna Niguel, CA

Fair dinkum

I thoroughly enjoyed the article about the Hunwick Hallam motorcycles. It was wonderful to learn about the men and their task of building these revolutionary motorcycles from the ground up. It is great to know that there are still people capable of starting with a clean slate and a huge imagination and producing a real, functional product. These bikes break all barriers set forth in the world of cookie-cutter cruisers and sportbikes that have inundated us. I only hope I can twist the throttle on one of these bikes someday soon.

Mel Patten
Laguna Hills, CA

ESPN2 live

After viewing the live coverage of the Daytona 200 AMA Superbike race on Sunday, March 10, and being in the production business as well, I can't help but write this letter to express my professional opinion on the unprofessional commentated coverage.

If I am not mistaken, Nick Ienatsch made several disrespectful and discrediting comments about a sport one would think he is out to promote. I did not record the program, therefore I am unable to quote verbatim, but if memory serves me correctly he quipped about a lapped rider: "That guy just fell off the stupid tree and hit every dumb branch on the way down." Another moment involved a lapped/lead-rider situation and he said he should have "checked his Pampers after that one." And the final comment was about the rider who crashed and was referred to as a "quick amateur."

I feel his commentating discredited both the officials and the participants, and made it look like the AMA lets every Tom, Dick and Harry race when actually they all qualified and were pre-gridded by the AMA for the event.

I work on a show for ABC called Vital Signs. If our host/commentator ever made comments like that we would all be packing our desks and sending out resumes - knowing we would be in the unemployment line in no time flat.

Kim Kantner
Santa Monica, CA

Thanks ESPN

I would like to thank ESPN for airing the Daytona 200 road race. It must have been tough to squeeze it in with all the other racing going on. Hopefully, next year Ned Jarrett and Benny Parsons are free to work.

The main reason I'm writing is to apologize to the first-time viewers of a great motorcycle race. Please don't base your opinions of all riders on one who is an idiot. While Scott Russell did win the race (on a bike Barney Fife could win on), he embarrassed the motorcycle community by continually waving his IQ at some riders when he passed. Everyone knows the riders are going to lap people, but doing it with horsepower doesn't impress anyone. All riders deserve some respect out there. Roger Reiman would have shown respect to them.

Please, Scott, change your nationality to French - it's where you belong.

R. Vanderpool
Tustin, CA

Godspeed, Ray

On March 12, motorcycle racing, the motorcycle world and I, lost a good friend. Ray Hensley has been a huge supporter of American dirt track racing, almost since its conception. Whether you know his work as Sonicweld, or Trackmaster, Ray's frames will live on throughout dirt track history. There are few men who started out so long ago working to help riders and are still at it today. Ray was one of those few very special men. I will miss him dearly.

I would like to thank Neil Keen, Dennis Mahan, Charlie Southgate, Gene Romero, Tim Stancill, John Penner, Jim McMurren, Butch Cochran, Chuck Palmgren, Bob Bakker, Gordon Menzie, and the rest of Ray's family and friends for calling and visiting him so often in those last few weeks. It meant everything to Ray. It always brought a heartfelt tear to his eye and a break in his voice when we would talk about it. Thank you all so very much for helping him feel so very special. He was a very, very proud man and he was especially proud to be leaving his Trackmaster frame legacy to his son Steve, who has been working with him the past few years learning the trade.

Together they have made a number of jigs for the most popular engines so that Steve could carry on the name. That was Ray's last contribution to the motorcycle world - a world he loved as much as life itself. I am proud to have known Ray and I am a better person for it. He lives on in my heart as one of my great heroes, and a truly great friend.

We all love you and miss you, Ray.

Gary Davis
Woodland Hills, CA

Go, Aussie, go

I just read the article on the Hunwick Hallam Aussie bike. Wow! It's kind of a cross between a Britten, V-Max, Monster and Buell. The design team has the attitude of a man after a divorce. I love it. I know I won't be able to afford one, but thanks for showing me the stuff dreams are made of.

Snake Ewell
Monroe Bridge, MA

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INSIDE

Issue #14 April 9, 1997

FEATURES

SUPERCROSS

Round 10 - AMA Supercross Series from Orlando, Florida 6

MOTOCROSS

500, 250, and 125cc World MX updates.....10

OBSERVED TRIALS

World Cup Indoor Trials reports....14

FEATURE

A statistical look at GP racing 16

PREVIEW

World Championship Road Racing Series 18

INTERVIEW

Damon Bradshaw.....22

CROSS COUNTRY

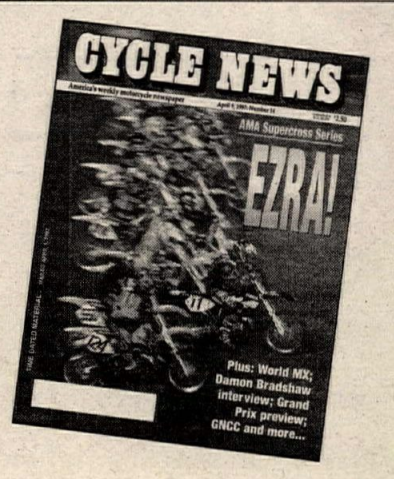
Round 3 - AMA Grand National Cross Country Series from South Carolina 26

SPEEDWAY

Coors Light Spring Classic from Costa Mesa, California 28

DEPARTMENTS

EVENTS 32
LEADERBOARD 43
CALENDAR 46
WANT ADS 51
RACER X 67
LOOKING BACK 67



ON THE FRONT COVER

Team Yamaha's Ezra Lusk (11) charged to the front of the pack and captured his first 250cc supercross win, at the Citrus Bowl in Florida. See page 6. Photo by Kinney Jones.

Kawasaki MOTORSPORTS

Emig hits the Astrodome like a Texas twister.

Round 9
AMA Supercross Series
Houston Astrodome
Houston, TX

"I rode my own race and picked everybody off like 'boom, boom, boom' and worked my way right to the front quickly."

–Jeff Emig
Team Kawasaki

Undaunted by an uncharacteristic mid-pack start in Houston, it wasn't long before Jeff Emig had flattened everything in his path. By the time he and his KX250 stormed past the finish line, the Team Kawasaki rider had added 25 more points to his total. It's his fourth victory this season. Our forecast: nothing but clear skies for Jeffro.

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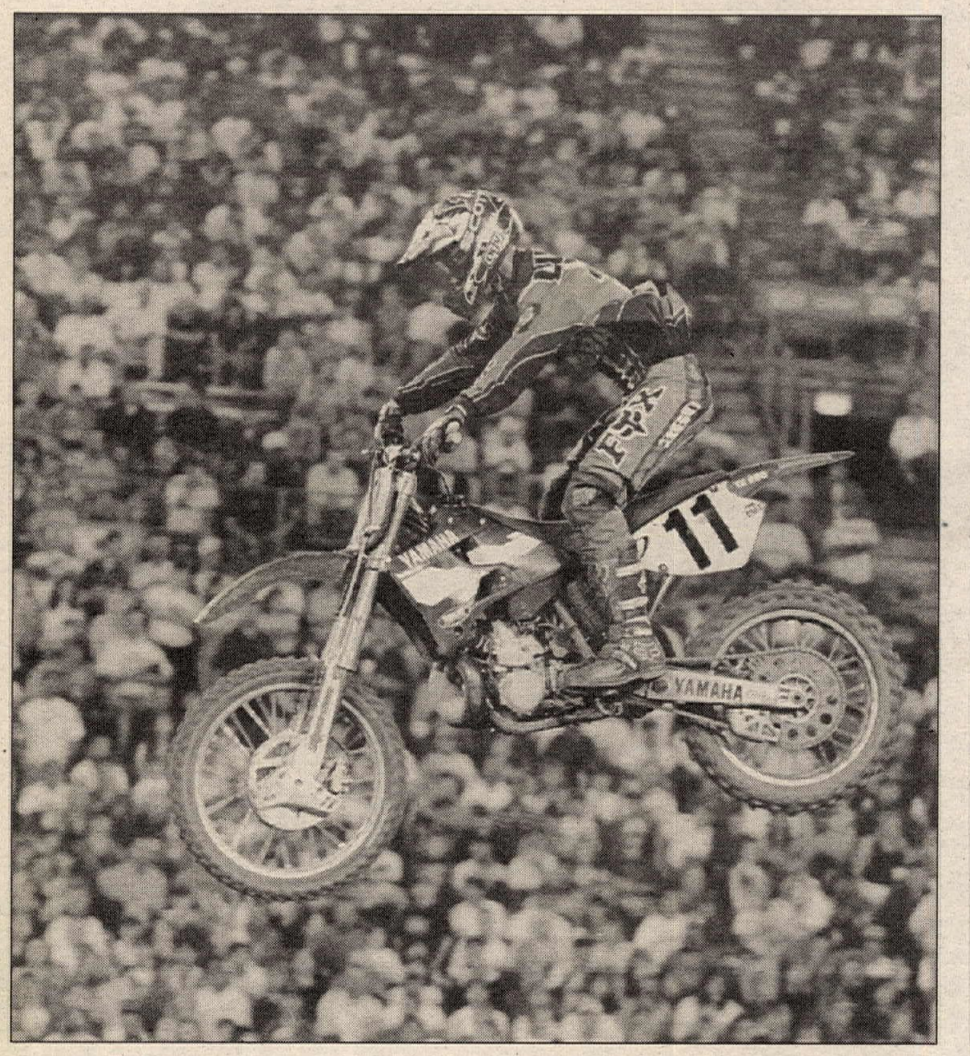
LUSK JOINS THE CLUB



By Kit Palmer
Photos by Kinney Jones

ORLANDO, FL, MAR. 29

Perhaps Ezra Lusk should get run over more often.

Usually when somebody gets mowed over by a motorcycle on the track they would be lucky just to get up and finish the race let alone win, but that's exactly what happened to Team Yamaha's Ezra Lusk, who became the sixth different rider to win a 250cc supercross main event this year, in front of 27,522 spectators at the Citrus Bowl in Orlando.

A heat-race incident where he said he was "run over" by Kawasaki's Ryan Hughes seemed to fire up the factory Yamaha rider for the rest of the night. Lusk came back and easily won his semi, then passed Hughes and Honda of Troy's Larry Ward in the main event before opening up a solid lead that would carry him across the finish line with seven seconds to spare over eventual second-place finisher Jeremy McGrath. In the heat race, Lusk was leading when he fell over in a turn and was struck by Hughes.

"I fell in front of him and I felt like it was pretty unsportsmanlike in the way he just ran over me and really didn't try to go around me," Lusk said. "And that really upset me and got me fired up. I came out for the rest of the night real aggressive and I wasn't going to take second."

The win was also the first of the Georgian's career. Lusk has seen a few "sure wins" slip through his fingers since turning pro a few years ago, usually the result of some untimely crashes. So, for Lusk, the win at Orlando was long overdue and came as a great relief.

"It (the win) hasn't hit me yet," said Lusk with an ear-to-ear grin. "But I'm happy, you know. I'm just... I can't believe it was that easy, too. I was making mistakes but still turning in fast laps and pulling away. I mean, what more could I ask for? I just don't know what to say."

It wasn't until the 11th lap when Lusk, on his Steve Butler-tuned YZ250, took the lead away from Ward. But first it was Hughes who turned in four strong laps before developing problems with his breathing due to asthma. Struggling for each breath, Hughes slid back through the pack to where he would eventually finish in seventh. Ward assumed the lead on the fifth lap and held Lusk at bay for another six laps until Ward started to drop back with arm pump.

"I don't know, I started getting real tight and there was nothing I could do," Ward said.

Lusk put fading Ward between himself and the rest of the pack and used this as an opportunity to get away from the 20-rider field, including McGrath in fourth place, who was having a hard time getting around his teammate Mike LaRocco. With valuable championship points on the line, McGrath desperately searched for a clean line around his fellow Team Suzuki rider which he finally found six laps later. But, by that time, the damage was already done. After passing LaRocco for third, McGrath quickly got by Ward but had lost just too much ground on the high-flying Lusk, who was showing no signs of letting up.

For the second week in a row, McGrath had to settle for runner-up honors. But this time, at least, he managed to gain a few precious points on series leader and last week's winner Jeff Emig, who went from fourth after the first lap, to fifth, then back up to third where he would finish out the night. Emig made an important pass on LaRocco, who tipped over in a turn, late in the race to keep McGrath from gaining only two points on him instead of four. Still, McGrath closed the gap on Emig to just nine points with four rounds left to go.

Following LaRocco across the finish line in fifth was Ward, while Manchester Honda Racing's Damon Bradshaw took sixth after getting off to a 12th-place start. Seventh went to Hughes, followed by Chaparral's Phil Lawrence and Primal Impulse/Thor/Honda's Buddy Antunez, the recently crowned AMA Arenacross Champion. Rounding out the top 10 was Kawasaki of Mexico/Tecate's Pedro Gonzalez in what was his first ride on a 250 since 1995.

And what about Jimmy Button, the Team Chaparral/Yamaha rider who put together a couple of top-five finishes the past two weeks? Things did not go well for him at Orlando. Button qualified for the main event but not before suffering a dislocated shoulder in a practice session earlier in the day. In the main, Button said that the shoulder "kept popping out, at least 10 times." Button rode through the pain and finished a respectable 12th, one spot behind Oregon's Ryan Huffman, another young rider who has been riding well as of late.

Lusk got his night off to a good start after grabbing the holeshot in the first 250cc heat race, with Moto XXX/O'Neal/HSKS of Ocala's Brian Swink, Hughes and McGrath tucking in right behind Lusk's works Yamaha. Three turns into the race, though, Lusk lost the front end on the slick track and went down, hitting the ground just as Swink went by. Lusk's fall messed up Swink's momentum and prevented him from jumping the following triples, but not McGrath's. The Suzuki rider leapt into the lead, while Hughes, who had made contact with the fallen Lusk, followed the defending champ into second, making the top order after one lap: McGrath, Hughes, Swink and LaRocco.

"I sensed someone coming in on me on the inside," Lusk said of his crash. "So I went up a little higher than I should've; I got into some mud and fell right in front of someone (Swink) and Hughes."

Lusk got back on his bike but would not be a factor among the leaders.

McGrath slowly pulled away from Hughes and would go on to score an easy win. Hughes, however, had Swink to contend with throughout the race, especially a few laps from the finish when Swink actually passed the Kawasaki rider for second. But Hughes came right back and again took control

(Above) Team Yamaha's Ezra Lusk joined this year's first-win club at the Orlando Supercross when landed the top spot on the rostrum for the first time in his career. All four members of Team Yamaha have now won at least one supercross round this year, including both 125 and 250cc classes. (Right) Larry Ward (6) lets Jeremy McGrath (1) by for second place late in the 250cc main.

of second for the rest of the race. Swink held on to third, while LaRocco, who ran a close fourth the whole race was nearly passed by Bradshaw at the finish line. Following Bradshaw across the line was Antunez in sixth and Ryan Huffman in seventh.

Emig nailed the holeshot in the second heat race but Suzuki's Greg Albertyn made a surprise inside move and shot into the lead with Emig settling into second, Ward in third and Lawrence in fourth.

Albertyn led for a couple of laps until Emig went to the outside and passed the three-time World Champion. Albertyn nearly got Emig back in the next turn but couldn't make the pass stick. Then, all of a sudden, Ward got in on the action and pushed Albertyn off the track coming out of a turn; Albertyn rode along side of the track for a few yards and re-entered the course before anyone else could get past him.

A lap earlier, in the exact same spot, Button, already taking some heat for making contact with a few riders at the previous supercross round in Houston, ran his teammate Lawrence off the track while taking possession of fourth place. Lawrence went down in the incident but quickly got back up and going.

"I was so mad," Lawrence said. "I didn't know who did it and when I looked up and saw it was Button, my teammate, I couldn't believe it. I didn't think he would ever do that to me, but now I know."

Meanwhile, up front, Emig set the pace but couldn't pull away from Ward. The two riders raced closely down to the finish with Emig hanging on for the win over Ward.

Albertyn looked to have third place all but locked up but suffered a spectacular getoff over a series of double jumps and was carried off of the infield on a stretcher with a back injury. He did get back on his feet and took a few steps before sitting back down.

Button inherited third when Albee crashed, and Lawrence passed Grayson Goodman late in the race for fourth and a direct transfer to the main.

Lusk again shot his Yamaha to the front of the pack at the start of the first 250cc semi but this time he would never give up the lead, though lappers got in his way a few times late in the race and allowed Bradshaw to get close at the finish.

Third place went to Huffman, who ran second in the race for a short time, followed by Antunez in fourth. Kawasaki rider James Eickel squeaked in for a transfer to the main with a fifth-place finish.

Goodman scored the second semi win after a shaky couple of laps early in the race. He battled with Kawasaki rider Mike Jones for a while before taking control and moving on for the win. Gonzalez worked his way up through the pack and slipped past Jones on the last lap for second place. Third went to Jones, followed by Kawasaki rider Jason Frenette and Oregon's Ty Birdwell. Just missing out on a direct transfer after crashing a couple of times was F&S Suzuki rider Cliff Palmer.

Jeff Hedden, another F&S Suzuki rider, made a spectacular third-to-first pass on Mike Katin and Jason Thomas to win the Last Chance Qualifier. Hedden got off to a midpack start and quickly made his way to the front of the field. With the final two transfer positions on the line, Hedden launched off a triple jump and passed both Katin and Thomas on the second-to-last lap, a move that would ultimately win him the race. Katin edged out Barry Carsten, who had passed Thomas on the last lap, to land the final transfer position of the night.

Ward powered his Marshal Plumb-tuned Honda into the lead at the start of the main event just ahead of Hughes, Lusk, LaRocco and Emig. Swink settled into fourth, Katin fifth and McGrath sixth.

"I got *smoked* off the start," McGrath said. "I didn't have the rpm high enough I think and kind of bogged it off the line. Got smoked."

Before the first lap was over, Hughes made his way around Ward for the lead, while Swink took a trip over the handlebars after coming up short over a triple jump. It was a hard fall that left Swink lying on the side of the track, curled up in pain. For about three laps, the riders were forced to single the triples while paramedics attended the downed rider.

Despite being off the bike for a few weeks with an injured knee and a case of chicken pox, Hughes looked as strong as ever as he led the pack around the technical Orlando track, but this would all change by the fourth go-around.

"I felt good, got a good start, but I've got asthma and it just kicked up today," Hughes said. "I've been battling with it all day. Even in practice I'd go three or four laps and pull over and try to get my breath back. Even in the heat race I was hating it. In the main, five laps into it, I was struggling, gasping for air the whole time. I didn't think I was going to make it."

But he did. Hughes would end up finishing seventh.

Ward was the new leader after five laps, and Lusk was enjoying sole control of second. Emig was having his problems finding his rhythm when both LaRocco and McGrath scooted by the series points leader.

"I just didn't flow," Emig said. "I was confident I could pass everybody ahead of me but I just didn't get the job done."

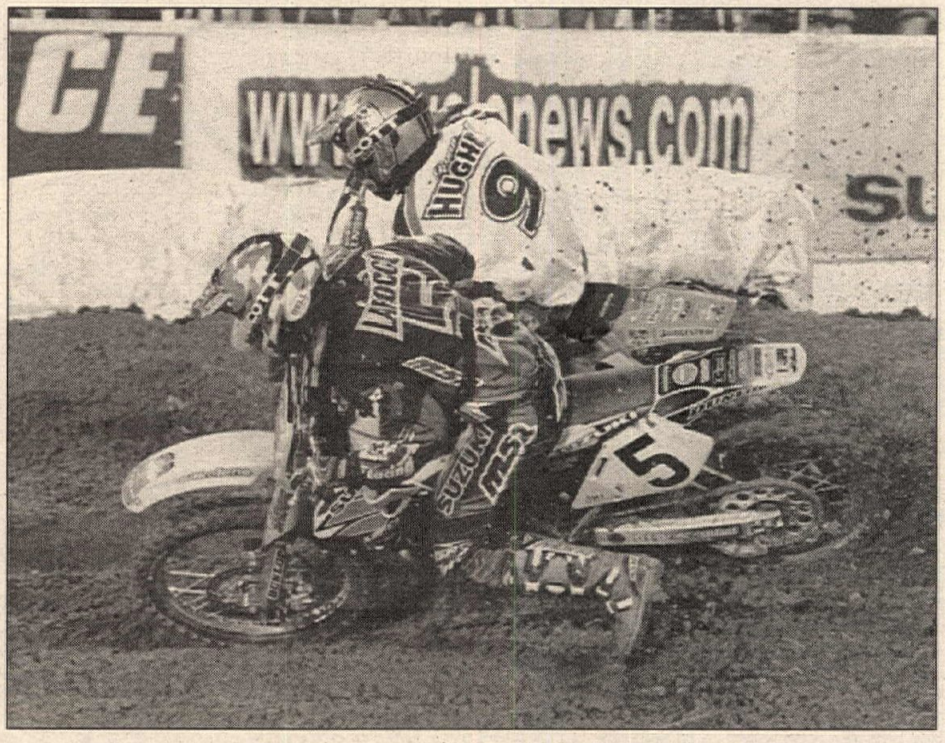
By the halfway point there were two distinctive battles going on: the one between Ward and Lusk for the lead, and, a few seconds back, the one between LaRocco and McGrath for third and fourth.

Ward simply could not shake Lusk. The Yamaha rider was determined to make the pass but was just waiting for the right moment to make his move.

"I didn't really want to force anything because I knew Larry wouldn't ride a good, safe race, so to speak," Lusk said. "But I wanted to get by him real quick because I knew he'd start to fade - we were getting to the halfway point - and he would hold me up if I didn't get by quick."

Lusk saw his chance on lap 11 and passed Ward for the lead, and then he took off.

"I was able to get by him (Ward) and put some time on the guys behind me. Once I got by Larry I put the hammer down to get away, 'cause the track was



(Top) Mike LaRocco (5) and McGrath went at it for a number of laps. Here, while running fourth, McGrath checks out where leader Lusk is near the halfway point. (Above) Back in action, Ryan Hughes led the first four laps then had trouble breathing because of asthma. He still finished seventh. (Right) Third-place finisher Jeff Emig and runner-up McGrath get even with winner Lusk on the podium.

kind of hard to pass on and there were places that it was kind of easy to make a mistake. I was hoping he (Ward) would hold them up a little bit, enough time to give me some room."

Lusk opened up a comfortable lead, while Ward dropped off the pace ever so slightly. A few laps later, McGrath finally got around LaRocco.

"I felt pretty good, charging through the pack, made some good passes, had some good lines," McGrath said. "I don't know, I just got behind LaRocco and he held me up a few laps. It seems like I'd get by him, he'd pass me back, I'd get by him and he'd pass me back. As you know, I've been too nice sometimes in my career. Maybe this is one of those times."

Once past LaRocco, McGrath found himself breathing down Ward's back. McGrath came up, went to the inside of Ward and passed him in a turn. Ward did not put up a fight.

"I was done by that point," Ward said. "My arms were pumped up and I was just tight."

With five laps left to go, the lead riders - Lusk, McGrath, LaRocco, Emig and Ward - had suddenly become fairly spread out, and the only question left now was whether Emig would catch and pass LaRocco.

Emig slowly reeled LaRocco in, then the Suzuki rider tipped over in a rutted turn and the question was answered.

Lusk took the win with seven seconds on second-place McGrath, who was almost just as far ahead of third-place Emig. LaRocco finished a distant fourth, followed by Ward, Bradshaw, Hughes and Lawrence.

"I made some mistakes but I had some fast lap times," Lusk said. "I just kept going at that pace all the way through the last few laps."

Lusk knew he had it won by the time the white flag came out.

"Things were going through my mind long before the white flag, let me tell ya," Lusk said. "With five laps to go, I'm thinking, 'What should I do? Should I keep racing or just start looking back?' So I just tried not to look back at all, just keep focussing ahead, puttin' in the good laps, and it just all came together so easy.

"It hasn't hit me right now, but it will tomorrow," Lusk said of his first career supercross win. "Next weekend I'll be super relaxed. I'm just going to go out now and have fun, and enjoy the pleasures of winning." CN

Citrus Bowl
Orlando, Florida
Results: March 29, 1997 (Round 10 of 15)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Jeremy McGrath (Suz); 2. Ryan Hughes (Kaw); 3. Brian Swink (Kaw); 4. Mike LaRocco (Suz); 5. Damon Bradshaw (Hon); 6. Buddy Antunez (Kaw); 7. Ryan Huffman (Kaw); 8. Ezra Lusk (Yam); 9. Jason Thomas (Kaw); 10. James Eickel (Kaw); 11. Shinobu Idehara (Suz); 12. Mike Katin (Yam); 13. Joseph Oehlhof (Kaw); 14. Tim Pustelak (Suz); 15. Matthew Bateman (Suz); 16. Chris Brown (Suz); 17. Josh Demuth (Suz); 18. Chadwick Shepard (Suz); 19. Barry Carsten (Suz); 20. Tommy Johansson (Suz).
Time: 8 min., 22.310 sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Jeff Emig (Kaw); 2. Larry Ward (Hon); 3. Jimmy Button (Yam); 4. Phil Lawrence (Yam); 5. Grayson Goodman (Yam); 6. Cliff Palmer (Suz); 7. Jason Frenette (Kaw); 8. Ty Birdwell (Kaw); 9. Pedro Gonzalez (Kaw); 10. James Chamberlain (Hon); 11. Jeff Giese (Suz); 12. John Fesler (Suz); 13. Tim Pospisil (Kaw); 14. Jason Dodds (Yam); 15. Greg Albertyn (Suz); 16. Charles Dunaway (Kaw); 17. Jeff Hedden (Suz); 18. Michael Jones (Kaw); 19. James Povolny (Suz); 20. Tom Welch (Suz).
Time: 7 min., 19.880 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Ezra Lusk (Yam); 2. Damon Huffman (Hon); 3. Ryan Huffman (Kaw); 4. Buddy Antunez (Hon); 5. James Eickel (Kaw); 6. Josh Demuth (Suz); 7. Jason Thomas (Kaw); 8. Mike Katin (Yam); 9. Chadwick Shepard (Suz); 10. Tommy Johansson (Suz); 11. Tim Pustelak (Suz); 12. Shinobu Idehara (Suz); 13. Chris Brown (Suz); 14. Matthew Bateman (Suz); 15. Barry Carsten (Suz); 16. Joseph Oehlhof (Kaw).
Time: 6 min., 9.970 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Grayson Goodman (Yam); 2. Pedro Gonzalez (Kaw); 3. Mike Jones (Kaw); 4. Jason Frenette (Kaw); 5. Josh Demuth (Suz); 6. Cliff Palmer (Suz); 7. James Povolny (Suz); 8. Jeff Hedden (Suz); 9. James Chamberlain (Hon); 10. John Fesler (Suz); 11. Tom Welch (Suz); 12. Tim Pospisil (Kaw); 13. Jeff Giese (Suz); 14. Jason Dodds (Yam); 15. Charles Dunaway (Kaw); 16. Greg Albertyn (Suz).
Time: 6 min., 39.340 sec.

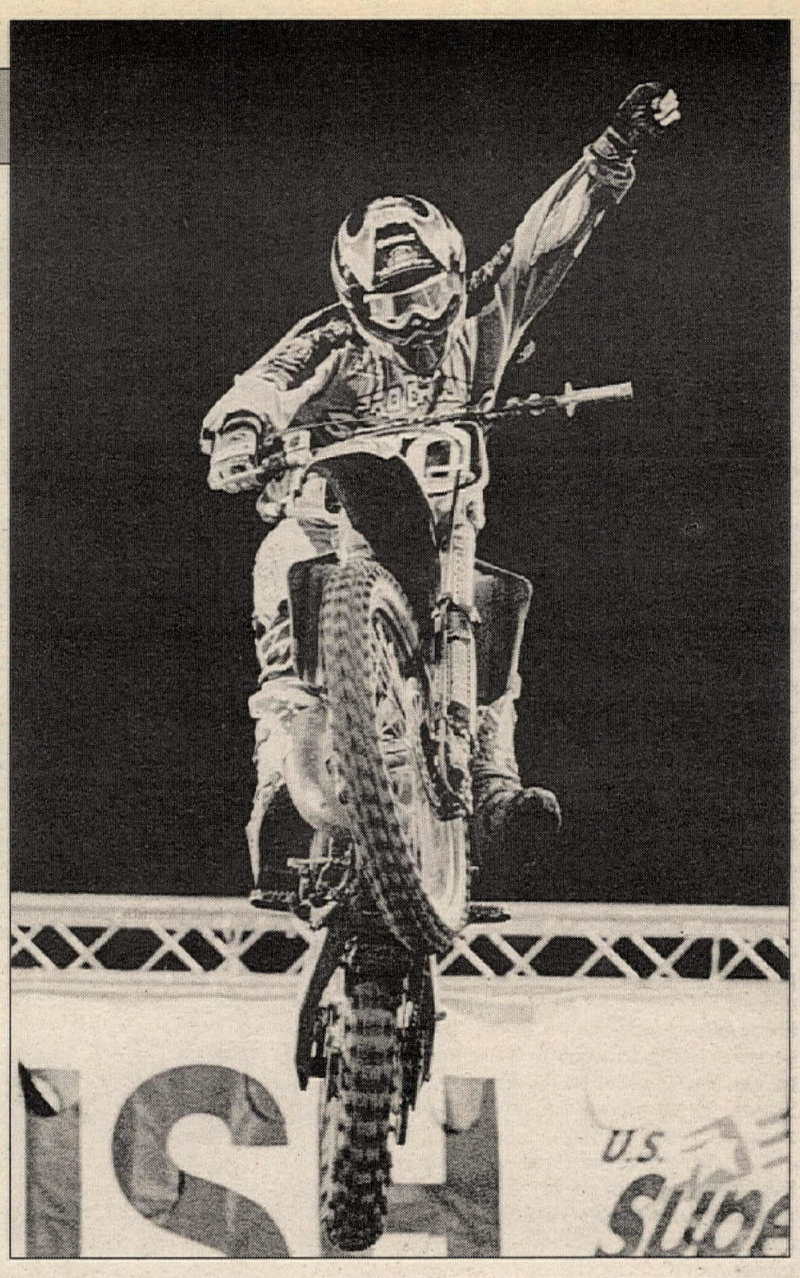
250 LCQ (4 laps, 1-2 transfer to main): 1. Jeff Hedden (Suz); 2. Mike Katin (Yam); 3. Barry Carsten (Suz); 4. Jason Thomas (Kaw); 5. James Chamberlain (Hon); 6. Josh Demuth (Suz); 7. Shinobu Idehara (Suz); 8. Tommy Johansson (Suz); 9. Chris Brown (Suz); 10. Joseph Oehlhof (Kaw); 11. Tim Pustelak (Suz); 12. Tom Welch (Suz); 13. Matthew Bateman (Suz); 14. Jeff Giese (Suz); 15. Chadwick Shepard (Suz); 16. Jason Dodds (Yam); 17. Timothy Pospisil (Kaw); 18. Cliff Palmer (Suz); 19. John Feeler (Suz); 20. James Povolny (Suz); 21. Charles Dunaway (Kaw); 22. Greg Albertyn (Suz).
Time: 6 min., 32.760 sec.

250 MAIN (20 laps): 1. Ezra Lusk (Yam); 2. Jeremy McGrath (Suz); 3. Jeff Emig (Kaw); 4. Mike LaRocco (Suz); 5. Larry Ward (Hon); 6. Damon Bradshaw (Hon); 7. Ryan Hughes (Kaw); 8. Phil Lawrence (Yam); 9. Buddy Antunez (Hon); 10. Pedro Gonzalez (Kaw); 11. Ryan Huffman (Kaw); 12. Jimmy Button (Yam); 13. Grayson Goodman (Yam); 14. Mike Katin (Yam); 15. James Eickel (Kaw); 16. Jason Frenette (Kaw); 17. Mike Jones (Kaw); 18. Ty Birdwell (Kaw); 19. Jeff Hedden (Suz); 20. Brian Swink (Kaw).
Time: 20 min., 33.490 sec.
Margin of Victory: 7.003 sec.

250 AMA SUPERCROSS SERIES POINT STANDINGS (After 10 of 15 rounds): 1. Jeff Emig (198/4 wins); 2. Jeremy McGrath (189/1); 3. Larry Ward (155); 4. Ezra Lusk (154/1); 5. Doug Henry (150/2); 6. Mike LaRocco (148); 7. Greg Albertyn (141/1); 8. Jimmy Button (103); 9. Damon Bradshaw (95); 10. Mike Craig (91); 11. Steve Lamson (81); 12. Damon Huffman (78/1); 13. Ryan Hughes (67); 14. Mike Kiedrowski (66); 15. (TIE) Brian Swink/Phil Lawrence (58); 17. John Dowd (49); 18. Ryan Huffman (44); 19. Kyle Lewis (36); 20. Cliff Palmer (26).

KTM JR. SX CHALLENGE: 1. Ricky Renner; 2. Kyle Keylon; 3. Donald Solley III; 4. Daniel Weyer; 5. Easton Hankins; 6. T.J. Rhoneeli; 7. Bobby Charlebois; 8. Troy Davis; 9. Jim Norton; 10. Ryan Lawhon; 11. Zak Couture; 12. Lee Kraft.

Upcoming Rounds:
Round 11 - St. Louis, Missouri, April 5
Round 12 - Pontiac, Michigan, April 12



(Right) Ricky Carmichael scored a wire-to-wire victory in the East Coast 125cc main. (Below) Carmichael was already this far out in front after the first turn. Tim Ferry (22) finished second.

AMA Eastern Regional 125cc Supercross Series
Round 4: Citrus Bowl

CARMICHAEL UNTOUCHABLE

By Kit Palmer
Photos by Kinney Jones

ORLANDO, FL, MAR. 29

Florida's own Ricky Carmichael gave the 27,000-plus SX fans at the Citrus Bowl something to cheer about as the Pro Circuit/SplitFire/Kawasaki team rider simply up and left the other 21 riders in the Eastern Regional 125cc SX Series main event, crossing the finish line with a 10-second cushion over his nearest competitor. Carmichael led all 15 laps, untouched, for his second win of the series.

Team Suzuki's Tim Ferry made it a 1-2 Floridian sweep by recording his fourth second-place finish in as many rounds and, with it, moves back into the series points lead for the second time this season.

But the rider of the hour was Carmichael.

"It feels awesome," he said. "Two wins this year - it feels great, I couldn't be happier. I pulled the holeshot and put 15 perfect laps together. I had some good lines. I had it dialed in. Those guys were behind me for a little while and then I was able to open up some breathing room and ride my own race."

Team Honda's lone soldier at Orlando was Scott Sheak, who rounded the first turn in sixth place but would work his way up to third at the finish, passing series points leader John Dowd late in the race.

The 125cc class action got under way with Team Chaparral/Yamaha's Chad Pederson nailing the holeshot in the first heat race just ahead of Manchester Honda's Robbie Skaggs, Honda of Troy's Stephane Roncada, Team Moto XXX's Brian Deegan and Ferry.

Pederson led the way until he bailed hard over a triple jump on the third lap, which resulted in a torn tendon in his hand. According to Pederson's team manager, Larry Brooks, Pederson hit the rear brake going over the jump and killed the motor, resulting in a hard landing that sent Pederson over the bars.

Skaggs inherited the lead, but for only a short time. Both Ferry and Roncada slipped by the Honda rider, making the final finishing order Ferry, Roncada, Skaggs, Deegan and Chaparral's Greg Schnell.

The second heat race saw Sheak score a wire-to-wire victory over Dowd, who got off to a fifth-place start. Carmichael crashed just a few feet out of the starting gate and spent the entire race coming up through the pack.

Up front, Dowd found himself in second while Suzuki rider Barry Carsten and Pro Circuit/SplitFire/Kawasaki's David Pingree got together and crashed. Carsten ended up finishing the race in 14th, but Pingree was out for the night with a chest injury.

Dowd closed the gap and challenged Sheak for the lead right down to the end but could never make the pass. Carmichael came from dead last to third, while Yamaha rider Jeromy Buehl finished fourth. Kawasaki-mounted Robbie Horton rounded out the top five.

After getting spit off his bike and ringing his bell in his earlier heat race, Suzuki support rider Charlie Bogard came back to win the Last Chance Qualifier over another Suzuki rider, Tony Lorusso.

Carmichael and his Chad Watts-tuned KX125 were simply a level above the rest of the field in the 125cc main on this night in Florida. By the second lap, Carmichael had already opened up a lead of a few seconds over the second-place rider, Deegan, and would just about double that distance with each passing lap.

But there was plenty of racing action going on behind the leader. Deegan ran second for a while ahead of Schnell, Dowd, Ferry, Sheak and Roncada. By the fourth lap, Ferry had taken control of second and a couple of laps later, Dowd had third all to himself. Dowd was the rider to watch as he closed the gap on Ferry and was threatening to pass. At one point, Ferry climbed out of a rut in a turn and Dowd saw his chance and took it. He dived to the inside and passed Ferry, but, in the next turn, Ferry came back with vengeance and stuffed Dowd, nearly taking him out. The move seemed to stun Dowd, who was unable to get his speed back. A few laps later, Sheak, running fourth, moved in and zapped Dowd two laps from the end.

"I wasn't riding too good at the beginning - a little tight," Dowd said. "I made a pass on him (Ferry) and he came across on me on the inside of the turn; I guess I left a little too much room there. I thought I cut to the inside but I guess he cut in a little more and got my front wheel there. I almost went down and it kind of screwed me up down the entire next straightaway. I rolled a couple of jumps before I got going again.

"I was kind of having a problem with staying smooth and relaxed. "I was struggling a little bit myself. I'm just a little unhappy with my performance. I just hope I can get over this."

Schnell took the checkers in fifth, followed by Roncada, Deegan, Team Green/HSKS of Ocala's Paul Currie, Morgan Racing's Doug Deehan and Buehl.

With three rounds left in the East Coast Series, Ferry holds a slim two-point lead over Dowd, 88-86. Carmichael is third but some 20 points off the pace. CN

Scott Sheak worked his way up from a sixth-place start to finish third in the 125cc main.

Citrus Bowl
Orlando, Florida
Results: March 29, 1997 (Round 4 of 7)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Tim Ferry (Suz); 2. Stephane Roncada (Hon); 3. Robbie Skaggs (Hon); 4. Brian Deegan (Suz); 5. Greg Schnell (Yam); 6. Josh Demuth (Suz); 7. Doug Dehaan (Suz); 8. Jim Neese (Suz); 9. Trey Owens (Kaw); 10. Brock Sellards (Kaw); 11. Ryan Clark (Suz); 12. James Evans (Kaw); 13. David Kratz (Suz); 14. Scott Pinson (Suz); 15. Ken Jones (Hon); 16. Chad Rhine (Kaw); 17. Charles Bogard (Suz); 18. Tommy Johansson (Suz); 19. Chad Pederson (Yam); 20. Matt Shue (Suz).
Time: 8 min., 22.310 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Scott Sheak (Hon); 2. John Dowd (Yam); 3. Ricky Carmichael (Kaw); 4. Jeromy Buehl (Yam); 5. Robbie Horton (Kaw); 6. Charles Dunaway (Kaw); 7. Jeff Pestana (Kaw); 8. Keith Johnson (Kaw); 9. Jeff Dement (Kaw); 10. Tom Welch (Suz); 11. Tony Lorusso (Suz); 12. Chadwick Shepard (Suz); 13. Steven Herman (Suz); 14. Barry Carsten (Suz); 15. Jarrett Tipping (Suz); 16. Timmy Pustelak (Suz); 17. Caleb Leath (Yam); 18. Paul Currie (Kaw); 19. David Pingree (Kaw); 20. Jason Thomas (Kaw).
Time: 7 min., 19.880 sec.

125 LCQ (4 laps, 1-4 transfer to main): 1. Charlie Bogard (Suz); 2. Tony Lorusso (Suz); 3. David Kratz (Suz); 4. Paul Currie (Kaw); 5. Tom Welch (Suz); 6. Barry Carsten (Suz); 7. Steven Herman (Suz); 8. James Evans (Kaw); 9. Brock Sellards (Kaw); 10. Timmy Pustelak (Suz); 11. Chadwick Shepard (Suz); 12. Caleb Leate (Yam); 13. Ryan Clark (Suz); 14. Chad Rhine (Kaw); 15. Jarrett Tipping (Suz); 16. Kenneth Jones (Hon); 17. Scott Pinson (Suz); 18. Jason Thomas (Kaw); 19. Tommy Johansson (Suz); 20. Chad Pederson (Yam); 21. David Pingree (Kaw); 22. Matt Shue (Suz).
Time: 4 min., 25.870 sec.

125 MAIN (15 laps): 1. Ricky Carmichael (Kaw); 2. Tim Ferry (Suz); 3. Scott Sheak (Hon); 4. John Dowd (Yam); 5. Greg Schnell (Yam); 6. Stephane Roncada (Hon); 7. Brian Deegan (Suz); 8. Paul Currie (Kaw); 9. Doug Dehaan (Suz); 10. Jeromy Buehl (Yam); 11. Trey Owens (Kaw); 12. Jeff Dement (Kaw); 13. Tony Lorusso (Suz); 14. Jim Neese (Suz); 15. Robbie Horton (Kaw); 16. Keith Johnson (Kaw); 17. Charlie Bogard (Suz); 18. David Kratz (Suz); 19. Josh Demuth (Suz); 20. Charles Dunaway (Kaw); 21. Robbie Skaggs (Hon); 22. Jeff Pestana (Kaw).
Time: 15 min., 51.530 sec.
Margin of Victory: 8.435 sec.

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 4 of 7 rounds): 1. Tim Ferry (88); 2. John Dowd (86/2 wins); 3. Ricky Carmichael (67/2); 4. Scott Sheak (64); 5. Stephane Roncada (63); 6. Greg Schnell (48); 7. Jeff Dement (43); 8. Robbie Skaggs (42); 9. Chad Pederson (38); 10. David Pingree (37); 11. Brock Sellards (29); 12. Keith Johnson (26); 13. Jim Neese (22); 14. Robbie Horton (20); 15. Barry Carsten (19); 16. (TIE) Charlie Bogard/Paul Currie (17); 18. James Povolny (16); 19. Tony Lorusso (15); 20. (TIE) Doug Dehaan/Matt Shue (12).

Upcoming Rounds:
Round 5 - St. Louis, Missouri, April 5
Round 6 - Pontiac, Michigan, April 12

Briefly...

Team Suzuki (above) won't soon forget this year's Orlando Supercross. It had more than its share of excitement when, earlier in the day, while the first 250cc practice session was in progress, a thunderstorm came through the Orlando area and blew the team's $18,000 awning up and over the team's hauler. The wind was so strong that a Suzuki four-wheeler, being used as an anchor to help keep the awning from blowing away, was tossed up and over the team's trailer. The quad landed on the other side of the trailer, on its wheels, and left a hole in the top of the trailer along the way. Also, a couple of the team's huge tool boxes where blown over - they, too, where tied down to the awning - and one of the boxes tumbled over on Team Ferry's bikes, smashing its exhaust pipe, radiator and other parts. Getting sandwiched in between the bike and the toolbox was Ferry's mechanic Lee McCollum. "It was crazy," said McCollum while rubbing what will no doubt be a good-size bruise on his leg the next day. "The wind came up and we were doing everything we could to hold the awning down. I just now finished getting my tools back in order (about two hours after the storm)." It looked as though a bomb had gone off in the Suzuki pits. Many of the other teams came to Suzuki's aid, helping remove the heavy canvas off the top of the team's hauler and disassembling the huge aluminum poles, some of which were bent like pretzels. "I just can't thank everyone enough, the other teams that came over to help," Roger DeCoster, Suzuki's team manager said. "Honda, Chaparral, KTM and other teams loaned us EZ-Ups to use for the rest of the day."

Injuries have hit the 250cc class hard lately and more riders were added to the disabled list at Orlando. Already on the list are Suzuki's Michael Pichon (leg), Kawasaki's Damon Huffman (ankle), Honda of Troy's Mike Kiedrowski (thumb) and Mike Craig (shoulder), and Honda's Steve Lamson (thumb). Now on the list is another Suzuki rider, **Greg Albertyn** (below). Albertyn has competed at the Orlando Supercross three times in his career and all three times have ended in a trip to the hospital. The previous two times at Orlando, Albertyn walked off the track with a dislocated shoulder. This time he was carried off the track on a stretcher with a back injury. Albertyn lost control of his Suzuki during a heat race and was launched over a jump at speed. Albertyn let go of his motorcycle in midair and landed on the side of the track on his back. Albertyn cracked two bones in his lower back and will be out of action for a few weeks. Overall, Albertyn says he will be fine. Also injured at Orlando was **Brian Swink**, who bailed on the first lap of the 250cc main. It has been reported that Swink suffered broken ribs in the crash. Team Chaparral/Yamaha lost a rider for an undetermined amount of time - **Chad Pederson** crashed in his heat race in the 125cc class and, at last report, suffered a torn tendon in his hand. Yet another 125cc rider, Pro Circuit/SplitFire/Kawasaki's **David Pingree**, was hauled off to the hospital with a possible punctured lung after crashing in his heat race.

The **AMA** was busy handing out **fines** in Orlando. The hardest hit were Damon Bradshaw and Pedro Gonzalez. Bradshaw and Gonzalez got into a post-race shoving match that cost them $2000 each, and they were both fined another $1000 each - as was Phil Lawrence - for jumping a double jump under the red-cross flag when Brian Swink crashed.

Honda of Troy's Larry Ward was awarded the **1-900-PRO-RACE Holeshot Award** of $1000 in the 250cc class, and Ricky Carmichael took home an extra $500 for holeshotting the 125cc main.

Faces in the crowd: Some of those who reportedly spectated the Orlando Supercross were a couple of members of the Orlando Magic basketball team, Penny Hardaway and Dennis Scott. NASCAR's Mark Martin was also on hand, as was MTV's Kennedy.

Speaking of **Kennedy**, she along with Team Kawasaki's **Jeff Emig** and MTV's film crew got together at the Orlando track Friday morning to film an upcoming show for MTV's spring break coverage. The filming was for MTV's how-to specials where Kennedy gets lessons from top people in their respective field of expertise. On Friday, Kennedy rode a Kawasaki KX100 with Emig over a couple of jumps specially built just for Kennedy to ride over. The show will also include segments with tennis pro Pete Sampras, Metallica drummer Lars Ulrich, actor Martin Short (on ballroom dancing) and chef Emiril. The production wraps up on April 21 and should be aired sometime soon after that.

Also on Friday, Team Suzuki's Jeremy McGrath, Greg Albertyn, Wyatt Seals (McGrath's mechanic), Roger DeCoster (Suzuki's team manager), Pro Circuit/SplitFire/Kawasaki's Ricky Carmichael, Chaparral/Yamaha's Jimmy Button, supercross announcer Leanne Tweeden and journalist Davey Coombs, participated in the **Richard Petty Driving Experience** at Disney World, where people get the chance to drive NASCAR-type race cars on a track. Reportedly, McGrath's times were the quickest with a speed average of 147.3 mph, and the slowest speed average was Coombs' at 116.5 mph. Tweeden's speed average was faster than that of DeCoster's, Carmichael's, Seal's and, of course, Coombs'.

Who?

(Left) Jacky Martens won the first 500cc MX moto of the season at the Belgian GP. His Husqvarna four-stroke seized in the second moto.
(Above) Defending champ Shayne King suffered poor starts and left Belgium earning just 14 points on the day. Overall winner Avo Leok and second-place finisher are tied for the points leads with 30 points each.
(Below) After struggling at the 250cc GP series opener in Spain, defending champ Stefan Everts came back and won round two in Portugal.

By Alex Hodgkinson

LOMMEL, BELGIUM, MAR. 23

There was no fairy-tale comeback to the 500cc World MX Series for Yamaha, but the combined forces of Disney and the Brothers Grimm could not have written a better screenplay at Lommel in northern Belgium.

Ninety-nine percent of the onlookers were left reaching for their programs to find out just who Kawasaki number 59 was. It was 25-year-old Estonian Avo Leok - and he beat them all.

Leok, living in Belgium and riding for the private PSM team, holeshot and simply fled into the distance in race one. By the third lap he was out of sight of the rest with a 13-second lead and he continued to extend his advantage for another three laps, as Jacky Martens sought a way past Dietmar Lacher for second.

After 15 minutes the Belgian veteran was second, and at half distance started to attack Leok's lead. In two laps he had wiped it out and a fall by the Estonian a lap later left the 1993 champion nearly half a minute ahead and still pulling away.

Leok's fall dropped him back into the clutches of Kurt Nicoll, though the Brit never realized he was in the hunt.

"I thought he was a backmarker," Nicoll said. "We nearly crashed together after I went round the outside of him at the end of the start straight."

Completing the "pensioners' podium" as Leok's brave challenge faded in the final laps was Gert Jan Van Doorn. Martens is 33, the other two, Nicoll and Van Doorn, 32.

Pre-race favorite Joel Smets had already gone over the bars on the second lap but was recovering fast by midrace when he tried to follow Van Doorn past Jonte Engdahl in a space which didn't exist, fell and had to recover once again from 13th to pass Andrea Bartolini for seventh on the final lap.

The Italian had given the factory Yamaha a superb GP debut after a terrible start had left him 17th on the opening lap.

"I am very happy," Bartolini said. "I am not a sand rider and I was able to move forward from 12th place in the second half of the race. Our bike is so light compared to the rest."

Teammate Peter Johansson was less happy. "I got stuck behind the (Frederick) Hedman (Gerald) Delepine collision in the first turn and was 37th. My first three laps were really good and I was already 12th, but then I completely lost my rhythm in the second half of the race."

Defending champ Shayne King rode a wonderful recovery race from 35th on lap one. "We fitted a new clutch and I didn't warm it up enough before the start," King said. "I was so slow out of the gate." But the Kiwi was 10th at the finish.

Fastest qualifier Peter Dirkx was even further back after stalling at the gate. He crossed the line 15th after starting 30 seconds behind everyone, but it was a wasted effort. Jury president Albert Hofhuis, said, "He could not start his bike and Toon Karsmakers kicked it for him. I had no alternative but to disqualify him."

The second moto was no less dramatic.

Lacher led on the first lap before Leok took over again. "I was trying too hard to stay at the front and tensed up," Lacher said. "I settled down again after I had dropped back to eighth, but then the front wheel washed out and put me even further back. I quit when I came over a bank and smashed into Martens' Husky."

The first-moto winner had gone down in the first turn with Bartolini but was chasing through hard behind first-race runner-up Nicoll, who had crashed alone on lap one. They were through to 15th and 17th, split by Shayne King, when Martens' Husky seized.

Nicoll forged on toward the top 10 but had to reduce his pace in the closing laps. The defending champ had paced himself better to eventually finish eighth. "I just slept at the gate this time," Nicoll said. "After about six laps I saw that I had blown a seal on the forks and had to ease my pace a little and then, in the final two laps, I had to work hard to defend that eighth place. I started to suffer fuel starvation; I actually ran out as I crossed the line."

The man chasing him was Johansson, sixth at half distance until carburetion problems slowed the Yamaha. Teammate Bartolini had been no higher than 22nd when he quit "before I hurt myself," he explained.

Smets had been another brought down in the first turn but, despite pain from his midweek thigh injury, he rode a hard, strategic race without further mistakes for fourth.

The problems of the big names opened the way for Leok again. He withstood everything Van Doorn could throw at him, but finally had to bow to Boonen two laps from the end. But second was enough to win the GP.

Darryll King's Husky debut brought just three points from 13th in race one, a similar finish in race two being denied him when a sticking front brake sent him over the bars.

Keith Bowen's European career brought no points but he battled to the finish twice.

Sand races often produce atypical results but none of the favorites made a big score and the series effectively starts in earnest at round two in Italy, but no-one can ever take away the win from Leok nor deny that he fully deserved the honor. CN

Belgian 500cc GP
Lommel, Belgium
Results: March 23, 1997 (Round 1 of 12)

MOTO 1: 1. Jacky Martens (Hus); 2. Kurt Nicoll (KTM); 3. Gert Jan Van Doorn (Hon); 4. Avo Leok (Kaw); 5. Jonte Engdahl (Hon); 6. Dietmar Lacher (Hon); 7. Joel Smets (Hbg); 8. Andrea Bartolini (Yam); 9. Willie Van Wessel (Hon); 10. Shayne King (KTM); 11. Johan Boonen (KTM); 12. Peter Johansson (Yam); 13. Darryll King (Hus); 14. Danny Theybers (KTM); 15. Peter Nijs (KTM).

MOTO 2: 1. Johan Boonen (KTM); 2. Avo Leok (Kaw); 3. Gert Jan Van Doorn (Hon); 4. Joel Smets (Hbg); 5. Jonte Engdahl (Hon); 6. Peter Dirkx (Hon); 7. Bengt Laeremans (Hon); 8. Shayne King (KTM); 9. Peter Johansson (Yam); 10. Danny Theybers (Hon); 11. Kurt Nicoll (KTM); 12. Hans Koenen (Hon); 13. Mikkel Caprani (Hus); 14. Willie Van Wessel (Hon); 15. Erwin Machtlinger (Hon).

O/A: 1. Avo Leok (Kaw); 2. Gert Jan Van Doorn (Hon); 3. Johan Boonen (KTM); 4. Kurt Nicoll (KTM); 5. Joel Smets (Hbg); 6. Jonte Engdahl (Hon); 7. Jacky Martens (Hus); 8. Shayne King (KTM); 9. Peter Johansson (Yam); 10. Peter Dirkx (Hon).

WORLD CHAMPIONSHIP 500cc MX SERIES POINT

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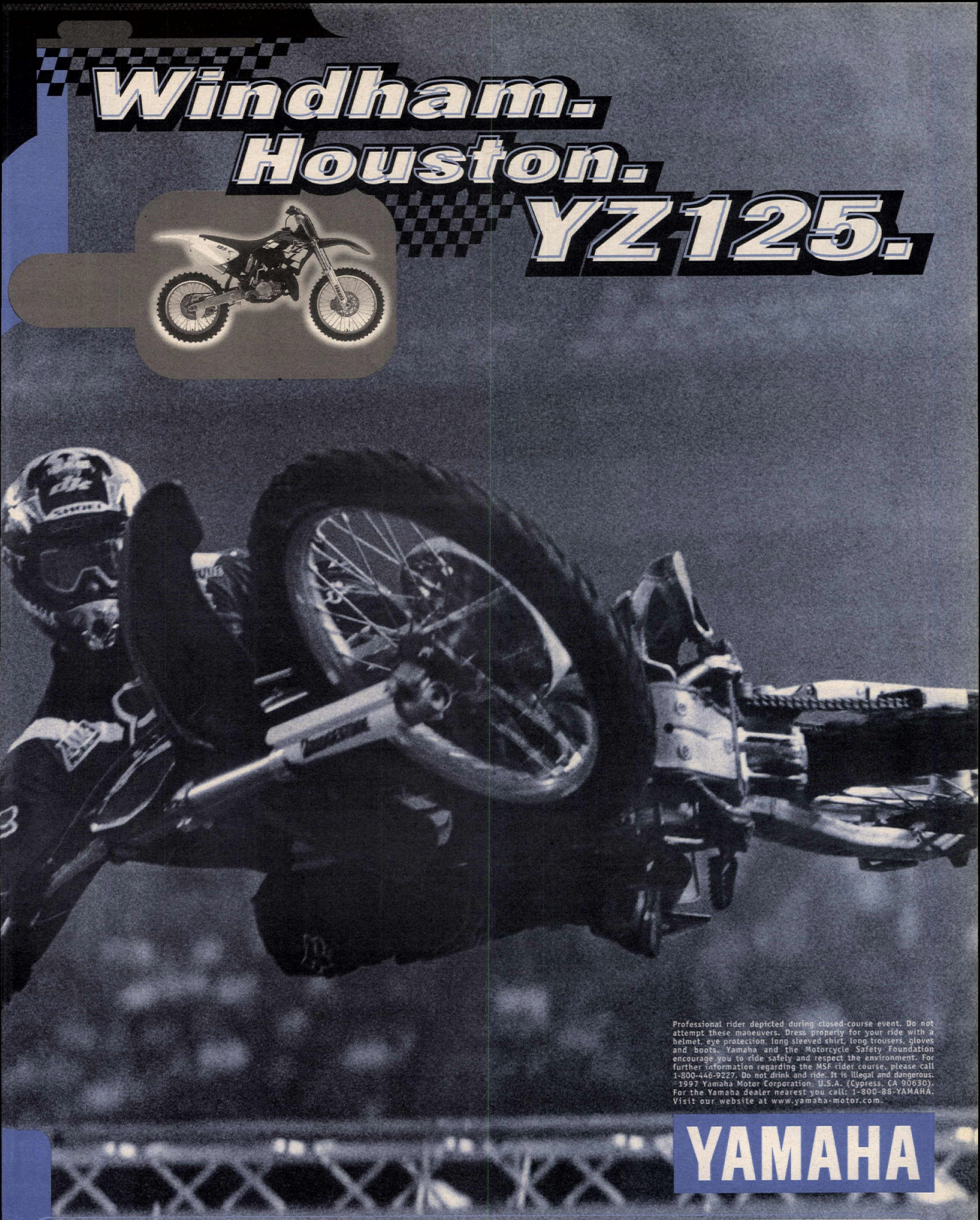

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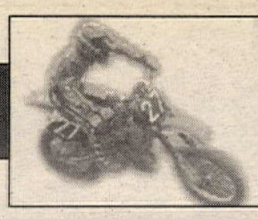

MOTOCROSS
WORLD CHAMPIONSHIP
500cc MOTOCROSS SERIES

Round 1: Belgian GP

American Tallon Vohland took second overall at the Portuguese GP and is tied for the series lead with Everts.

STANDINGS (After 1 of 12 rounds): 1. Avo Leok (30/1 win); 2. Gert Jan Van Doorn (30); 3. Johan Boonen (25); 4. Kurt Nicoll (22); 5. Joel Smets (22); 6. Jonte Engdahl (22); 7. Jacky Martens (20); 8. Shayne King (14); 9. Peter Johansson (11); 10. (TIE) Peter Dirkx/Dietmar Lacher (10); 12. Bengt Laeremans (9); 13. Willie Van Wessel (9); 14. Andrea Bartolini (8); 15. Danny Theybers (8); 16. Hans Koenen (4); 17. (TIE) Mikkel Caprani/Darryll King (3);19. (TIE) Erwin Machtlinger/Peter Nijs (1).

Upcoming rounds:
Round 2 - Castiglione dal Lago, Italy, April 6
Round 3 - Sittendorf, Austria, April 20

World Championship 250cc MX Series
Round 2: Portuguese GP

Everts storms back

By Alex Hodgkinson

AGUEDA, PORTUGAL, MAR. 23

It was Honda's turn to dominate in the second round of the World Championship 250cc MX Series at Agueda in Portugal and a 25th career GP success moved defending champion Stefan Everts into a points tie with opening-round winner Tallon Vohland in the standings.

The American was again very fast but suffered from his poor starts, a major handicap on a track hardly worthy of championship status. The Yamaha leader caught up to second-placed Everts towards the end of the first moto but eventually crossed the line five seconds down after being forced to go off the single groove in search of an opening.

The first-moto winner had been Swede Jocke Karlsson on the other HRC Honda from the rival RWJ team as six red bikes filled out the top 10. It was a similar story in race two as Honda took four of the first six places, only title candidates Marnicq Bervoets, second on Suzuki, and Vohland, fourth this time, preventing a whitewash.

Kawasaki's best placings in each moto was eighth, each time from support riders as the entire factory team was absent. Remy Van Rees was already missing in Spain with a dislocated shoulder, Frederic Bolley had withdrawn from Portugal before leaving the series opener because of his broken toe, and on the Wednesday between the races in the Iberian Peninsula joint points leader Sebastien Tortelli withdrew when it became clear that he had torn ankle ligaments in his second race crash in Spain. The 125cc champ is receiving laser treatment and all three hope to return for round three in Holland.

Mike Brown's GP career remains pointless. Handicapped by his Spanish rib injury, he struggled to 17th in race one and withdrew after 15 minutes of race two. CN

Portuguese 250cc GP
Agueda, Portugal
Results: March 23, 1997 (Round 2 of 15)

MOTO 1: 1. Jocke Karlsson (Hon); 2. Stefan Everts (Hon); 3. Tallon Vohland (Yam); 4. Pit Beirer (Hon); 5. Pedro Tragter (Hon); 6. Werner Dewit (Suz); 7. Yves Demaria (Hon); 8. Peter Iven (Kaw); 9. Collin Dugmore (Hon); 10. Marnicq Bervoets (Suz); 11. Paul Cooper (Kaw); 12. Alessandro Zanni (Hon); 13. Miska Aaltonen (KTM); 14. Jaimy Scevenels (Hon); 15. Javier Garcia Vico (Yam).

MOTO 2: 1. Stefan Everts (Hon); 2. Marnicq Bervoets (Suz); 3. Yves Demaria (Hon); 4. Tallon Vohland (Yam); 5. Pedro Tragter (Hon); 6. Pit Beirer (Hon); 7. Werner Dewit (Suz); 8. Paul Cooper (Kaw); 9. Leon Giesbers (KTM); 10. Collin Dugmore (Hon); 11. Peter Iven (Kaw); 12. Joakim Eliasson (Yam); 13. Miska Aaltonen (KTM); 14. Mark Eastwood (Hon); 15. Alessandro Zanni (Hon).

O/A: 1. Stefan Everts (Hon); 2. Tallon Vohland (Yam); 3. Yves Demaria (Hon); 4. Marnicq Bervoets (Suz); 5. Pit Beirer (Hon); 6. Pedro Tragter (Hon); 7. Jocke Karlsson (Hon); 8. Werner Dewit (Suz); 9. Paul Cooper (Kaw); 10. Peter Iven (Kaw).

WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 2 of 15 rounds): 1. (TIE) Stefan Everts (1)/Tallon Vohland (63/1); 3. Marnicq Bervoets (57); 4. Pit Beirer (45); 5. Yves Demaria (44); 6. Sebastien Tortelli (35); 7. Werner Dewit (34); 8. Pedro Tragter (30); 9. Peter Iven (27); 10. Jocke Karlsson (22); 11. Paul Cooper (19); 12. Collin Dugmore (18); 13. Thierry Bethys (17); 14. Leon Giesbers (13); 15. Miska Aaltonen (10); 16. Jaimy Scevenels (8); 17. Alessandro Zanni (5); 18. (TIE) Rob Herring/Joakim Eliasson (4); 20. Mark Eastwood (4).

Upcoming rounds:
Round 3 - Valkenswaard, Holland, April 13
Round 4 - Cingoli, Italy, April 20

World Championship 125cc Motocross Series
Round 1: Indonesian GP

Two for Chiodi

By Alex Hodgkinson

YOGYAKARTA, INDONESIA, MAR. 23

Italian Chicco Chiodi took his Yamaha to a maximum start in the World Championship 125cc MX Series with clear victory in both motos of the Indonesian GP. Chiodi returns to the class in which he was runner-up in both 1994 and '95 after a disappointing 250cc campaign last year.

After chasing him home in race one American Bob Moore was kept down in seventh in race two but that was enough to secure second overall, while Sandro Puzar completed the podium from 8-2 motos. Moore and Puzar were champions in '94 and '95.

Pre-race favorite Paul Malin, runner-up last year to the dominant Tortelli, went home without a point. The Brit had crashed during midweek practice and hurt his back.

San Diego's Bader Manneh returned to the class with a six-point haul.

Amazingly, 42 riders, most paying their own expenses, traveled from Europe to contest the race. CN

Indonesian 125cc GP
Yogyakarta, Indonesia
Results: March 23, 1997 (Round 1 of 12)

MOTO 1: 1. Chicco Chiodi (Yam); 2. Bob Moore (Yam); 3. Frederic Vialle (Yam); 4. Claudio Federici (Hus); 5. Alex Belometti (Kaw); 6. Xavier Colomer (TM); 7. Mickael Maschio (Hon); 8. Sandro Puzar (TM); 9. Luigi Seguy (TM); 10. Philippe Dupasquier (Kaw); 11. Brian Kjaer Jorgensen (Hon); 12. Max Bartolini (TM); 13. Erik Eggens (Hon); 14. Thomas Traversini (Hus); 15. Nicolas Charlier (Kaw).

MOTO 2: 1. Chicco Chiodi (Yam); 2. Sandro Puzar (TM); 3. Xavier Colomer (TM); 4. Erik Camerlengo (Yam); 5. Nicolas Charlier (Kaw); 6. Thomas Traversini (Hus); 7. Bob Moore (Yam); 8. Frederic Vialle (Yam); 9. Philippe Dupasquier (Kaw); 10. Bader Manneh (Hon); 11. Luigi Seguy (TM); 12. Alex Belometti (Kaw); 13. Brian Kjaer Jorgensen (Hon); 14. Michele Fanton (Kaw); 15. Marcel Van Drunen (Yam).

O/A: 1. Chicco Chiodi (Yam); 2. Bob Moore (Yam); 3. Sandro Puzar (TM); 4. Xavier Colomer (TM); 5. Frederic Vialle (Yam); 6. Alex Belometti (Kaw); 7. Erik Camerlengo (Yam); 8. Claudio Federici (Hus); 9. Philippe Dupasquier (Kaw); 10. Nicolas Charlier (Kaw).

WORLD CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS (After 1 of 12 rounds): 1. Chicco Chiodi (40/1 win); 2. Bob Moore (26); 3. Sandro Puzar (25); 4. Xavier Colomer (25); 5. Frederic Vialle (23); 6. Alex Belometti (15); 7. (TIE) Erik Camerlengo/Claudio Federici (13); 9. Philippe Dupasquier (13); 10. Nicolas Charlier (12); 11. Thomas Traversini (12); 12. Luigi Seguy (12); 13. Mickael Maschio (9); 14. Brian Kjaer Jorgensen (8); 15. Bader Manneh (6); 16. Max Bartolini (4); 17. Erik Eggens (3); 18. Michele Fanton (2); 19. Marcel Van Drunen (1).

Upcoming Rounds:
Round 2 - Pernes-les-Fontaines, France, April 13
Round 3 - Bellpuig, Spain, April 20

Briefly...

The return of official Japanese support in the 500cc GP class with the **Yamaha YZM400F** caused great interest, particularly when the four-strokes were rejected several times at technical control for being underweight. They were finally passed exactly on the class limit of 224 pounds, a figure unapproached in the class even by the 360s for many years. Denying that the weight failures had been a promotional exercise, Yamaha team manager Hannu Heinonen explained, "We know our bikes are right on the limit and we need to test the accuracy of the scales at each race." The bikes had initially only achieved the limit with full fuel tanks (rules demand an almost empty tank), were 2.2 pounds underweight at the next presentation and finally went through dead on the limit after heavier Mousse-filled tires had been fitted.

Trampas Parker was a shock non-qualifier. "We broke the clutch in every practice and we just can't find the problem," Parker said. "I eventually went out on the spare bike in qualification but the bike wasn't set up right for me. I never rode it before. It is actually the bike Mike Young rode in '95 and everything, the bars, the suspension, was still set up for him. I was only looking at getting 15 points or so here, so I was always going to have to play catch-up. The next five races are on hard tracks, so we'll be back in the hunt soon. We will also have a complete new bike for the second round at Castiglione and now we will be having a cable instead of the hydraulic clutch." The '95 World number two proclaimed himself fully fit. "I've been working hard at physical training all winter and I'm ready to take the title. It was the right decision to quit after the Slovakia GP last year. At my second race back in Portugal I already had the speed, but my back would not take the strain every week. Even with two massages a day my back was locking up. I went back to Louisiana for the summer because I knew I would be tempted to ride again if I stayed in Italy. Then in October, I came back to race the Italian championship and finished second to Andrea Bartolini; that was good for my confidence because I hadn't ridden at all since I quit the GPs in June."

The **Vertemati** showed few changes from the bike last seen in mid-'95. It weighs in at 237 pounds, the motor, which features gear- rather than chain-driven valves to avoid timing slip, is "just over 500cc" to ensure a revvy engine, forks and Ohlin shock are by Solva and the bike now has a new swingarm cut by 3-D computer-controlled laser from a single piece of metal. Sponsorship is from 55DSL, a new independent chain of Italian filling stations which also imports Corona beer from Mexico.

Keith Bowen the 30-year-old from Michigan who has replaced Shayne King in the Silent Sport team, just sneaked through qualification in his baptism of fire at the deep Lommel sand track. "This GP qualification was a new experience and I didn't get a clear track early on," Bowen said. Initially rated joint fourth with Johan Boonen in the KTM ranks - behind world champion Shayne King, Kurt Nicoll and Rupert Walkner - the resident of Somerset, Kentucky, who returned to the sport in 1995, initially on a borrowed CR250 and then on KTMs after quitting the National scene at the end of 1991, will ride a 368 initially in the GPs but is due to ride a four-stroke in the German 500 Championship, which starts on April 13: "No matter what happens I will ride the four-stroke in the East Coast Series (in the United States) in the fall after the GPs are over."

It was confirmed at Lommel that the entire 1998 KTM adult production range from 125 through 200cc (an oversized 125 produced specially for the American, Austrialian and South African enduro markets) and 250 to 368cc will feature Progressive Damping System (PDS) rear suspension (where the shock fits directly onto the swinging arm) with White Power shock, while WP forks will be fitted as standard on the 250 and 368 and Marzocchis on the 125 and 200. The long-awaited new 125 will be going into production within the next few weeks and Stefano Passeri and Shane Watts will already campaign the enduro version at the first round of the World Enduro Championship on April 12-13. Having previously used an Ohlin shock with the PDS system, Kurt Nicoll was on White Power in Lommel: "We tried it last week and I asked for changes, but the new shock they brought this week is better than the Ohlin. Leon Giesbers Miska Aaltonen didn't suffer overheating problems even in Spain last week and we are happy to use it now." Rupert Walkner was still using Ohlin. "I have tested the White Power once and didn't want to change until I was sure," Walkner said. "I will carry out further tests before the Italian GP." Shayne King will, however, not use the PDS system: "It just wasn't ready in time. I have a personal contract with White Power, so I couldn't use the Ohlin shock and I wanted to follow the same pattern as last year when I had my bike dialed in by the end of January in our tests in New Zealand. The WP PDS shock wasn't ready by then."

Along with all KTM supported riders Shayne King's bike has a revised **KTC exhaust-valve system** this year designed to give more power throughout the range, while the Kiwi alone also has a slightly longer-stroke motor.

Joel Smets was riding a 600cc Husaberg in Lommel, but will make his final decision on the bike he will ride in the upcoming GPs on hard tracks after he has ridden the 440 model in the Belgian EasterTrophy. The '95 champion was recovering from a major get-off during midweek practice at Lommel where he hurt muscles in his left thigh.

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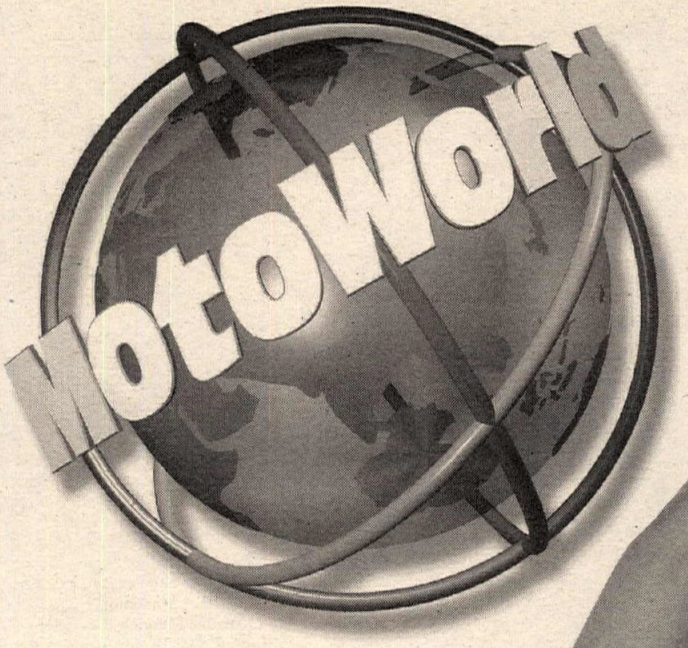

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Then, the MW2 Rev It Up crew heads to Hurricane Mills, Tennessee for the Loretta Lynn's GNCC. Jerry updates the brewing rivalry between Honda's King of the Hill, Scott Summers, and Suzuki's Ace in the Hole, Paul Edmonson. Don't miss it!

MOTOWORLD
APRIL 1997 SCHEDULE ON *ESPN2*

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
				4/2	Wed	2:00-2:30AM
4/4	Fri	10:30-11:00PM	&	4/5	Sat	12:30-1:00PM
				4/9	Wed	3:30-4:00AM
4/10	Thur	7:30-8:00PM	&	4/12	Sat	12:30-1:00PM
				4/16	Wed	3:00-3:30AM
4/19	Sat	12:30-1:00PM	&	4/19	Sat	10:00-10:30PM
				4/22	Tues	3:00-3:30AM
4/25	Fri	11:00-11:30PM	&	4/26	Sat	12:30-1:00PM
				4/28	Mon	3:00-3:30AM

MOTOWORLD 2 "REV IT UP"
APRIL 1997 SCHEDULE ON *ESPN2*

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
3/23	Sun	7:30-8:00	&	3/24	Mon	5:30-6:00AM
4/5	Sat	4:00-4:30PM	&	4/8	Tue	2:00-2:30AM
4/26	Sat	1:00-1:30AM	&	4/28	Mon	5:30-6:00AM
5/11	Sun	1:30-2:00PM	&	5/17	Sat	3:30-4:00AM
5/18	Sun	1:00-1:30PM	&	5/19	Mon	2:00-2:30AM

DAYTONA BIKE WEEK
APRIL 1997 SCHEDULE ON *ESPN2/ESPN*

EASTERN TIME				
NASB, FUSA, Buell (repeat)	4/1	Tues	12:00-2:30AM	ESPN2

1997 SUPERCROSS
APRIL 1997 SCHEDULE ON *ESPN2*

EASTERN TIME			
Houston, TX	3/28	Friday	9:30-11:30PM
(repeat)	3/29	Saturday	1:00-3:00PM
(repeat)	4/1	Tuesday	1:30-3:30PM
(repeat)	4/1	Tuesday	4:00-6:00PM
Orlando, FL	4/4	Friday	8:30-10:30PM
(repeat)	4/5	Saturday	3:30-5:30AM
(repeat)	4/6	Sunday	6:00-8:00PM
(repeat)	4/7	Monday	4:00-6:00PM
St. Louis, MO	4/11	Friday	9:30-11:30PM
(repeat)	4/15	Tuesday	4:00-6:00PM
Pontiac, MI	4/26	Saturday	11:00-1:00AM
(repeat)	5/1	Thursday	3:30-5:30AM

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Final Round: Monaco

Final CONFLICT

By John Dickinson

MONACO, MAR. 21

Britain's Doug Lampkin was crowned the first-ever World Cup Indoor Trials Champion after a tremendous final-round battle which went to the wire - and beyond - with arch-rival Marc Colomer, in the 10th and final round.

Inseparable at the end of the Grand Final, which included a rare dead heat in the race, Lampkin and Colomer took the decision to two sudden-death tie-breakers before a winner could be determined. When Lampkin cleaned the waterfall and Colomer was forced to dab it, it was suddenly all over and Lampkin had clinched his first World title.

The trial in Monaco, the tiny tax haven principality between Italy and France, most famous for hosting the Formula One Grand Prix around its streets, was held as usual in a small 2500-seat marquee. And the event was unique in having royal patronage as both Prince Rainer and Prince Albert were in attendance.

Just six riders were invited, the minimum allowed for a World Championship event, and to give the final round some added flavor a three-lap format was followed with the last two riders in each round failing to go forward to the next. So there was a six-man heat, four-man semi and a two-man head-to-head final. It was hoped that Colomer and Lampkin would ride through to the final and that was exactly how it worked out.

In the small arena, just five sections were arranged, plus the race which was very technical, comprised of a series of 5-inch-wide concrete beams which had to be ridden along, hopped across and straddled with perfect skill and balance - all against the clock.

French rider Bruno Cammozzi and Britain's Graham Jarvis were the first two riders into the arena and both started with a five on the opening section, comprised of a large pyramid of empty wooden cable drums which were set at awkward angles to each other and were even more awkward than normal. Jarvis, on the Scorpa, was to finish last yet again, but this has been his first season of riding indoors. He cleaned only the third section which was mastered by everyone despite the fact that it looked quite spectacular, a variety of wine barrels ranging from about 30 gallons to a wheeled tanker.

Joining Graham as a first-round loser was Spaniard Amos Bilbao, a real surprise as he has made all the finals in the series. After taking just a dab on the opener and cleaning the next two (the second a large pile of ammunition boxes), Bilbao surprisingly slumped to three quick maximums, including a five on the race section and suddenly the little man was out of contention.

The surprise performance on the night came from Finn Tommi Ahvala on the Fantic.Ahvala, desperately out of both form and confidence all winter. Ahvala, though, suddenly put it together on his Fantic "special" - with an under-the-seat fuel tank - and his nine-mark opening lap put him second behind Colomer and ahead of Lampkin. Ahvala lost five on the waterfall - as did everyone in the first lap - a two on the opener plus two more dabs.

Reigning outdoor World Champion Colomer and Lampkin were the last two riders into the ring and once again the two were a class above the rest of the field. Both took the only cleans on the opening Cable Reels and both took the only cleans on the fourth section which saw the controversial "dishes" that were used at Bercy being inverted so that the second was like riding across giant mushrooms. Jarvis had managed this for two, and Ahvala just one - but Bilbao and Camozzi both took maximums.

Both title chasers remained unpenalized after the first four sections and then both took five on the waterfall just like everyone else. Colomer qualified first by winning the race, also without penalty, while Lampkin lost balance and collected the five-mark penalty that put him behind Ahvala.

Into the semi and, as per the rules, all the sections (bar the waterfall) hade to be ridden in the reverse direction. Camozzi and Lampkin took the lead initially over the cable-drums as Ahvala and Colomer parted with two each. Lampkin then lost two on the ammunitions boxes which Colomer did for one on the waterfall. At this stage, with just the race to go, the scores were Colomer 3, Lampkin 3, Ahvala 4 and Camozzi 9.

Camozzi then won his race with Ahvala as the Spaniard blew his chance of making the final by making a hash of the concrete beams. So it was down to the big two and Colomer gained the psychological advantage for the super final by winning the race as Lampkin lost two marks in the section while trailing Colomer home.

But in the grand final, both riders rode to an unbelievably high level. After both dropped one mark at exactly the same place in the opener, they then traded clean for clean through the remaining four sections. Even more amazingly, they even managed to give the race judges a headache, crossing the line absolutely together after faultless performances over the concrete beams.

So the tie-breaker came into force and it was a return to the "mushrooms" of section four. By now, it was probably more a battle of nerves than of pure skill - and when it comes down to sheer grit and will to win, there is no greater force than the Lampkin variety,.

Both riders proved absolutely equal to the task and nerves all around the arena were jangling as they approached the waterfall for the second tie-breaker. Lampkin was first and he was absolutely perfect as he forced the Beta up the three-stage watery climb before racing out of the arena to try to dry his tires off - if Colomer cleaned the waterfall the final tie breaker was another race.

But while Lampkin was outside, Colomer made the mistake that cost him the win and the championship. It went wrong as he unleashed the factory Montesa at the second stage of the waterfall, a foot went down and the title was Lampkin's. Just as in Bercy, the waterfall cost the Spaniard the trial.

Martin Lampkin, Doug's father, rushed outside to inform him that it was all over and that he was the new World Cup Indoor Trials Champion.

"This means everything to me," Lampkin said. "Winning is what counts. I don't set out to be second - ever. It has been a nail-biting series and I don't think there is anything much between me and Marc in ability now. But I've won the championship and I intend to do the same in the outdoor series which starts right on Marc's doorstep, in Barcelona." CN

(Right) Bercy winner Doug Lampkin gets out of shape on a round-nine Paris waterfall. Lampkin saved it and finished the section with a single dab.

(Left) After a seesaw battle with his series rival, Marc Colomer, Lampkin went on to take the first official World Cup Indoor Trials Series Championship.

Monaco
Results: March 21, 1997 (Round 10 of 10)

HEAT: 1. Marc Colomer (Mon); 2. Tommi Ahvala (Fan); 3. Doug Lampkin (Bet); 4. Bruno Camozzi (G-G); 5. Amos Bilbao (G-G); 6. Graham Jarvis (Sco).

SEMI: 1. Marc Colomer (Mon); 2. Doug Lampkin (Bet); 3. Tommi Ahvala (Fan); 4. Bruno Camozzi (G-G).

FINAL: 1. Doug Lampkin (Bet); 2. Marc Colomer (Mon).

WORLD CUP INDOOR TRIALS SERIES POINT STANDINGS (After 10 of 10 rounds): 1. Doug Lampkin (165); 2. Marc Colomer (159); 3. Amos Bilbao (118); 4. Tommi Ahvala (98); 5. Graham Jarvis (91); 6. Bruno Camozzi (90); 7. Steve Colley (58); 8. Jordi Tarres (28); 9. Gariel Reyes (20); 10. Joa Hindren (11).

World Cup Indoor Trials Series
Round 9: Palais Omnisport

Oh, Bercy

By John Dickinson

PARIS, FRANCE, MAR. 16

As the first-ever World Cup Indoor Trials Series reached round nine, a tense evening's sport was forecast as potential champs Marc Colomer and Doug Lampkin were separated by just a single point following the previous evening's eighth-round battle in Madrid, where Colomer triumphed.

The Trial Master de Bercy, at the superb Palais Omnisport in Bercy, Paris, has long been the premier indoor trial and this year was the eighth staging of the event. But where superb showmanship, from the likes of Jordi Tarres, Amops Bilbao and Steve Colley has been the main consideration in the past, it was the knife-edge, gritty battle between Colomer and Lampkin that was to have the crowd of 8000 enthralled all evening.

Just five sections and the race - no high jump even - would decide who the four-man final lineup would be while only four sections plus the race would decide the ultimate winner. On this minimal format, every mistake would be heavily punished with not much of a chance to get any lost mark back. It would be a format that would spark a Colomer protest at the end of the evening, but to no avail.

Just a seven-man field would make the start due to the non-appearance of French wild card Jean Luc Nictou, but the remaining wild-card entry, Steve Colley, was worth two riders any day at an indoor. Colley's record at Bercy is amazing. Second to Colomer in '94, second to Tarres in '95, the Isle of Man rider finally won the big one last year after a highly charged runoff with Lampkin.

First into the arena to tackle the five

sections were Bruno Camozzi, Graham Jarvis and Colley, with Colley, as the wild card, having to tackle the sections first.

Colley took a two on the opener, a series of steps and drops based on a large truck, settled for three on the logs which followed, urged the 270cc Gas Gas to clean on the "rocket-stages" (large concrete pipes), had a nervous three on the next - which featured some nasty leaps across gaps between what looked like upturned satellite TV dishes - before making it up the waterfall for two big dabs for a score of 11.

While not Colley's strongest showing ever, it certainly looked good compared to Jarvis and Camozzi. Jarvis, not really and indoor specialist, took 19, while Camozzi, usually much stronger in front of his home crowd, scored 24.

Ahvala, Bilbao, Lampkin and Colomer were out next and Ahvala would also be heading for a shower after his opening-lap score of 18.

It was different up ahead. Bilbao, Colomer and Lampkin all looked sharp. Lampkin, however, got a big shock as he fived the first section he tackled in the round-robin opening lap. He failed the very first big step on the "rocket" section and was given a maximum (per the rules) for reversing out of the section, past the "start line" - still feet up.

Amazingly, Lampkin got his act together to take the sole clean on two of the remaining four sections, the technically difficult trees and the satellite dishes where an iron nerve was needed above all else.

In contrast, Colomer cleaned that section while Bilbao eventually took a single dab. Colomer alone cleaned the truck hazard, but then failed the satellite dishes. What really cost him the lead though was a shock maximum for failing the final waterfall section.

What hurt most was qualifying third behind Colley, although this did him a favor as it turned out.

In order to guarantee maximum action, the French organizers craftily ran the race first in the final. This meant that as third and fourth qualifiers, Spaniards Colomer and Bilbao would race each other and a cynic could be forgiven for thinking that Bilbao, who is incredibly quick when he wants to be, sympathetically went more slowly and carefully than Colomer. It was more a funeral march than a race.

In direct contrast, Lampkin was forced to ride for his life against a demon Colley, who rates a Bercy win as the highlight of the year. They both went full tilt over the very difficult cable-reel stacks and it wasn't until Colley was forced to dab a couple of times that Lampkin could relax a little. Lampkin was a bit peeved when he was docked a mark under the new rule of "sumping" on a step.

"I know it touched, but I was going so fast it never stopped," Lampkin said.

With the truck not a part of the final, it was straight to the logs again (in the final, the sections must be ridden backwards). This one proved impossible and all fived at exactly the same step. The tree-trunk run-up was just too awkward and slippery.

The tension really flowed at the satellite dish section as both Bilbao and Colomer initially refused to ride in the reverse direction, claiming that the metal scaffolding was just too dangerous. When told that they had to do this, Bilbao made a great show of nose-diving at the start of the section and then giving vent to his feelings with a rude gesture.

Spanish Montesa rider Marc Colomer lost the championship on a tiebreaker at the last round in Monaco after fighting all season long with Lampkin.

To Colomer's credit, he knuckled down and produced a truly brilliant clean, although his leaping exit was very dodgy. Colley was next and his dismount saw him pivoting wildly around the Gas Gas triple clamps as he nosedived to earth. This had the effect of totally unnerving Lampkin.

It all came down to the last section - the waterfall. Not overly interested by this point, Bilbao took a quick five but it was a totally disbelieving and disgusted Colomer who failed the hazard for the second time. And he was further deflated when seconds later Colley blasted up for a one before Lampkin put together a true champion's ride, with a determined ascent, full of aggression and technique, for a clean that took him back to the top of the title points chase - three clear of Colomer with one round to go. CN

Palais Omnisport
Paris, France
Results: March 16, 1997 (Round 9 of 10)

QUALIFYING: Doug Lampkin (Bet); 2. Steve Colley (G-G); 3. Marc Colomer (Mon); 4. Amos Bilbao (G-G); 5. Tommi Ahvala (Fan); 6. Graham Jarvis (Sco); 7. Bruno Camozzi (G-G).

FINAL: 1. Doug Lampkin (Bet); 2. Steve Colley (G-G); 3. Marc Colomer (Mon).

WORLD CUP INDOOR TRIALS SERIES POINT STANDINGS (After 9 of 10 rounds): 1. Doug Lampkin (145); 2. Marc Colomer (142); 3. Amos Bilbao (G-G); 4. Tommi Ahvala (83); 5. Graham Jarvis (81); 6. Bruno Camozzi (78); 7. Steve Colley (58); 8. Jordi Tarres (25); 9. Gabriel Reyes (20); 10. Joa Hindren (11).

World Cup Indoor Trials Series
Round 8: Madrid, Spain

High drama

By John Dickenson

MADRID, SPAIN, MAR. 15

Only one point separated Doug Lampkin from his rival Marc Colomer as the World Cup Indoor Trials Championship reached its eighth round in Madrid, and crowds turned out in force to lend their support for Spaniard Colomer - putting Lampkin in a bad position from the get-go.

The British rider knew that any errors he made in Madrid would be punished heavily by the partisan observers, but by the end of the night he was very gracious in his opinion of the event - despite being beaten by his Spanish arch-rival.

"I have to say that this was one of the best indoors I have ridden," he said. "Certainly the best this year."

With a large crowd on hand, the seven-rider lineup was made up of Lampkin, Colomer, Jordi Tarres, Amos Bilbao, Graham Jarvis, Bruno Camozzi and Tommi Ahvala.

Crammed into the stadium were no fewer than 10 observed sections plus a high-jump and a total of three races. And, unlike many Spanish events this which have featured virtually impossible sections, Madrid proved very rideable. All the sections were sponsored by major advertisers, even the high-jump and races, and many hazards mirrored the sponsors products - like the Cepsa oil bottles, Fortuna cigarette boxes, etc.

On the opening lap it was obvious that proceedings were again going to be dominated by Colomer and Lampkin, although Tarres joined them as the only riders not to have suffered a single five mark after the opening 11 hazards. It was Lampkin, as he often has in the past, who qualified on pole position for the final on just five marks lost with Colomer right behind on seven.

Only Tarres and Camozzi cleaned the opening Cepsa bottles while Ahvala and his Fantic joined Colomer with cleans on the following giant wooden triangles. Colomer and Bilbao cleaned the impressive large number 1 as Lampkin started steadily with three deliberate dabs in the openers. Then, in the company of Bilbao, Lampkin cleaned the next three before pulling off the sole clean on the spectacular waterfall where Tarres and Colomer were the next best on two. It was this clean that won Lampkin the heat without a doubt.

Lampkin, Colomer, Bilbao and Tarres all soared over the high jump, but the off-form Ahvala, Jarvis and a strangely subdued Camozzi all clocked up a maximum.

So it was former seven-time World Champion Tarres who joined Colomer and Lampkin in the final. Tarres, who has elected to concentrate on the outdoors this season, is obligated to ride the Spanish rounds for his sponsors. The Spaniard was first through all the 10 observed sections and never really went of it, cleaning just a single section as he played it safe and settled for third place. Colomer got ahead with an excellent clean in the very first section when Lampkin dabbed and then all three settled for a single dab in the second.

The third section, introduced just for the final, was a series of impressive giant cigarette packets with one step so severe that all three riders failed to make it to the top. As Lampkin's father Martin said in his own unique, colorful and ever-amusing prose... "you wouldn't have got up that in a bloody rocket."

At the end of the 10 sections, Colomer had stretched his advantage over Lampkin to five points, 13-18, after both lost marks on the high jump which Tarres cleaned. Tarres, though, on 29 marks, was resigned to settling for third as the two rivals headed for the final three races.

There were to be no upsets there, though, and the honors were shared, with Colomer claiming the important 20 championship points to ease back into the series lead. Lampkin was quite happy to escape from Spain just two points adrift of his rival. His nightmare had been the possibility of two Spaniards in the top two or three places which would have seen him lose touch with Colomer. CN

Madrid, Spain
Results: March 15, 1997 (Round 8 of 10)

QUALIFYING: 1. Doug Lampkin (Bet); 2. Marc Colomer (Mon): 3. Jordi Tarres (G-G); 4. Amos Bilbao (G-G); 5. Bruno Camozzi (G-G); 6. Graham Jarvis (Sco); 7. Tommi Alvala (Fan).

FINAL: 1. Marc Colomer (Mon); 2. Doug Lampkin (Bet); 3. Jordi Tarres (G-G)

WORLD CUP INDOOR TRIALS SERIES POINT STANDINGS (After 8 of 10 rounds): 1. Marc Colomer (127); 2. Doug Lampkin (125); 3. Amos Bilbao (94); 4. Tommi Ahvala (72); 5. Graham Jarvis (71); 6. Bruno Camozzi (68); 7. Steve Colley (41); 8. Jordi Tarres (25); 9. Gabriel Reyes (10); 10. Joa Hindren (11).

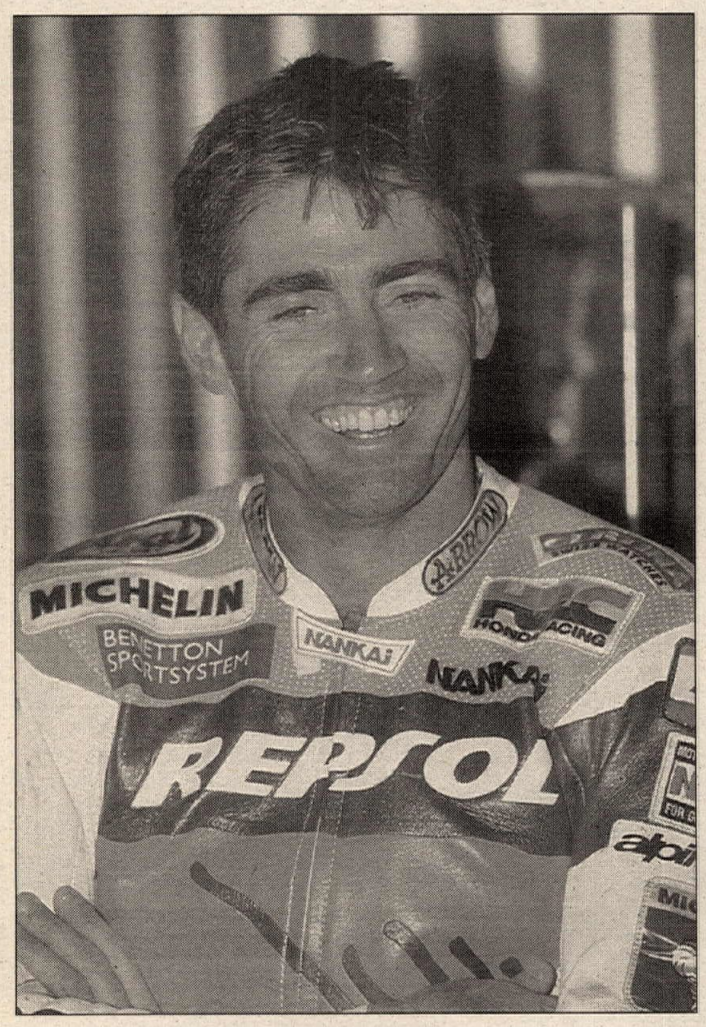
Briefly...

There was plenty for **Doug Lampkin** to celebrate when he returned to his British home after a 20-hour drive from Monaco. In addition to having won the first-ever World Indoor Trials Championship, he'd also turned 21. But a full-blown party was postponed until Sunday evening as Lampkin intended to partake in an English National trial on Sunday. He ended up riding, and winning - making it three victories in four days as he won a indoor trial in Bolzano, Italy on Thursday, Monaco on Friday and in England on Sunday.

Tommi Ahvala had a diabolical indoor season, having apparently no more confidence in his twinshock than a novice. His mount is basically the new aluminum-framed Fantic, but with Ahvala's own fuel tank which is mounted under the seat while the air filter is located where the fuel tank used to be.

The strain of the 10-race series was showing on both Doug Lampkin and **Marc Colomer** by the time they got to Bercy. In a way, several World Championship Indoor Trials have suffered simply because they are now title rounds. Indoor trials are generally light-hearted affairs where the riders show off their skills, sometimes in outrageous ways. But the championship has tempered this - especially as the series reached its conclusion and the riders have been riding for points and not merely to entertain. Lampkin is aware of this and tries to please the crowd with wheelies and stoppies before and after the event, while other also try to keep the crowd entertained.

"The Mick" - 500cc



(Left) Three-time World Champion Michael Doohan is the only active 500cc GP rider with a winning percentage of over .300. (Below) Spaniard Jorge Martinez has a winning percentage of .203, with 37 wins in 182 GP starts.

By Dennis Noyes

If every Grand Prix start was a time at bat and every win was a base hit, only Michael Doohan and Max Biaggi, among current Grand Prix stars, would be batting over .300 and - with Max's .329 average coming from the 250cc class (let's call that triple A) - only "The Mick" is hitting over .300 (.321).

Now that Randy Mamola and I will, for the first time, have the opportunity to speak directly to an American audience as we commentate the 15 rounds of the 500cc Grands Prix that will be broadcast on a same-day basis to the United States via Speedvision and Prime Network, we'll finally be able to make full use of the growing arsenal of GP statistics that we have put together with the invaluable support of British motorcycling statistician Dr. Martin Raines.

Here is a sampling of some of the stats that we have been able to compile over the last two seasons. The stat we call Career Winning Percentage is very useful for comparing current stars with riders from other periods and for showing just how dominant the current 500 and 250cc World Champions have been over the last three seasons.

Among the current 75 Grand Prix riders, 31 (nearly half) have had at least one GP victory. In the 500cc class, Doohan's .321 (34 wins in 106 starts) dwarfs the 500cc winning percentage of the only other active riders to have won more than a single 500cc race. Luca Cadalora is a distant second with eight wins from 55 starts in 500 (.145). In fact, all Doohan's 500cc rivals combined have only won 19 races, 15 fewer than the World Champion.

Biaggi has won 24 of his 73 career 250cc starts (.329) and is trailed by Ralf Waldmann (eight of 41 for .195), and Loris Capirossi (only one of 27 in 500cc, but a stronger seven of 41 and .171 in the 250cc class).

Who was the greatest 500cc rider of the last 20 years? Clearly the only way to make a meaningful comparison is by running the vital stats. Statistics won't really tell you whether, for example, Kenny Roberts and Freddie Spencer in their prime would have beaten Doohan in his prime, but they certainly show the level of dominance of each in his day. Limiting ourselves here to stats from 1976 onward (the number of true starts is difficult to obtain from the FIM archives before '76, but we are working on it), we see that only three riders managed to win over 30 percent of their 500cc starts, with Modesto masher Roberts taking the crown for the modern era, hitting a Ted Williams-like .379, followed by Freddie Spencer at .323 and Doohan who, after being knocked down by Criville in Australia is now hitting, as stated earlier, a smart .321.

Wayne Rainey won 24 of his 83 starts (.289) with Eddie Lawson's average of .244 (31 for 127) suffering from his final two years on the Cagiva, and Kevin Schwantz coming in at .240, good enough for sixth overall. But Rainey, Lawson and Schwantz had to race against each other, against Wayne Gardner and also against the likes of young lions like John Kocinski and Doohan - a real "murderer's row" of Grand Prix talent. Doohan himself, with his usual candor, said that in 1995 he was bored by racing with riders like Daryl Beattie, Cadalora and Criville. He was harshly criticized for stating the obvious. However, with Criville now a true rival and with Beattie and Alberto Puig recovered and Cadalora again on a Michelin-shod works Yamaha - and with Carlos Checa coming of age, not to mention the arrival of two of World Superbike's best, Troy Corser and Anthony Gobert - Doohan's life is unlikely ever to be boring again - especially with the Australian using the 180-degree "screamer" engine against his "big bang" rivals.

The amazing thing that stats show us about Rainey, the man who best rode the fierce "screamers" of the early '90s, is how he was able to pull in the points Sunday after Sunday, winning often, but managing to wrestle his Yamaha home to podium places when the tires were gone and the bike was down on performance. His podium appearance average is highest of all "modern" (1976 to present) riders, an incredible .771. Roberts is second at .672 and Doohan is third at .651. These numbers are more comparable to free-throw percentages than batting averages.

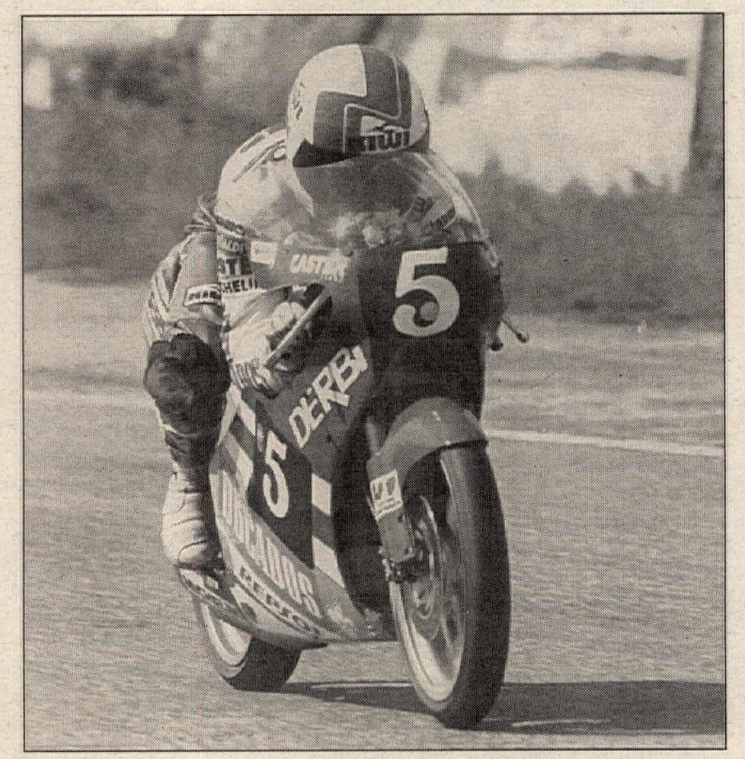
Spencer, meanwhile, was on the pole at an astounding .419 rate (26 poles in 62 starts) with Doohan second at .358 just ahead of the only other .300 hitters in this department - Venezuela's Johnny Cecotto, a star from the '70s who barely made our minimum number of starts (30) and Roberts.

Roberts has a stranglehold on the lead in Fastest Lap Percentage. He recorded the quickest lap in the 500cc race in 24 of his 58 starts (.413), well ahead of his nearest rival Spencer (18 fastest laps in 62 starts). Doohan is currently third at .283 with 30 fastest laps in 106 starts.

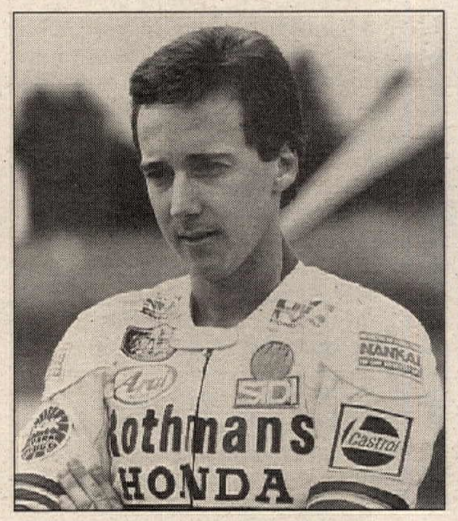
Finally we go to Average Points per Start as, perhaps, the best measure of effectiveness. Since the points system changed three times over the period from 1976 to the present, we have simply applied the present points system over previous seasons to produce a satisfactory system of adjusted points. We find that Rainey leads with an average of 17.39 points per start, trailed by Roberts with 17.16 and Doohan at 16.66 after averaging 20.6 points per start during the 1996 season. His highest season's average was 22.6 points per start in 1995 and his average over the three years of his title reign has been 20.80 from 874 points scored in 42 starts. (Rainey's best season was in 1991 when his average on adjusted points was 21.9.)

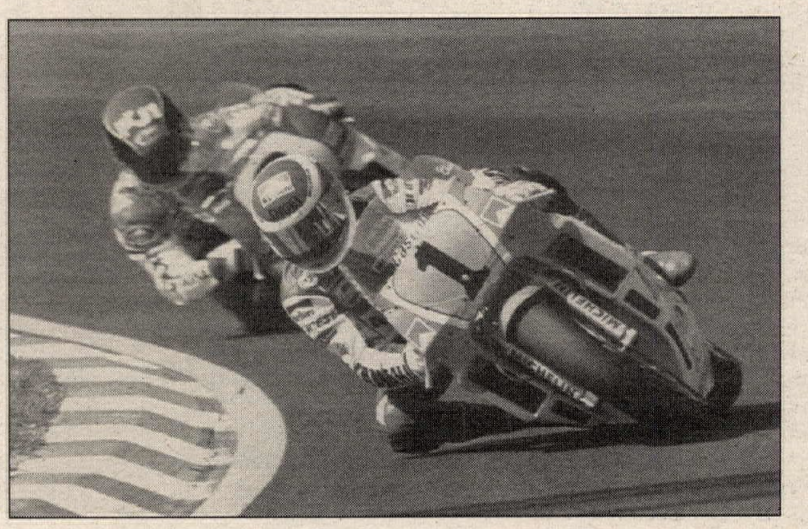
Of course, at the end of the day perhaps the most important statistic of all is the easiest to calculate and the simplest to state. Among all riders from 1976 onward in the 500cc class, only Eddie Lawson had four World Championships, followed by Roberts, Rainey and Doohan with three (consecutive in all three cases) and two each for Spencer and Barry Sheene. "Steady Eddie" was the ultimate bottom-line rider and the only rider since Giacomo Agostini to win four 500cc titles.

Streaks are always an important part of sports stats and at present the most worrying stat out there is the losing streak for 500cc riders from the USA. From 1978, the year that Roberts left the Grand National ovals and went after Sheene on the GP circuits, until 1993, American riders were dominant. The



(Below) Freddie Spencer had a career winning percentage of .323 and a pole position percentage of .419, easily the highest of all time.



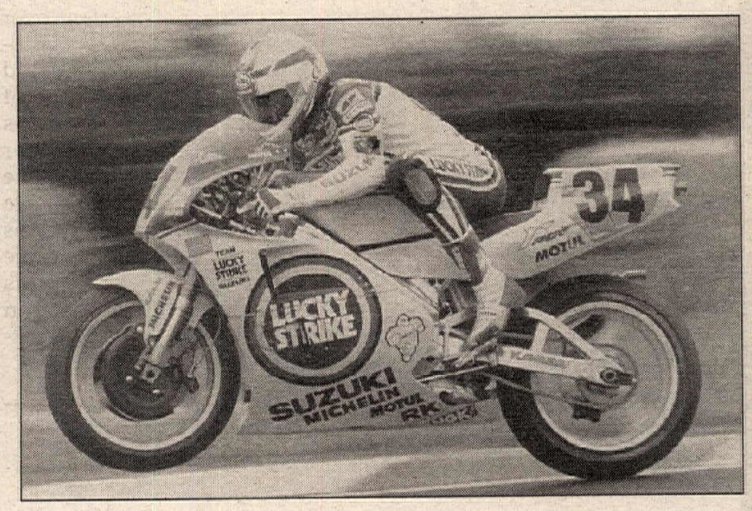


(Left) Eddie Lawson won 31 500cc GPs in 127 starts - not a great winning percentage but his four World Championships mean more than most statistics.

GP racing's only .300 hitter

beginning of the end of that dominance came after Rainey's career-ending accident at Misano in 1993. Since then American riders have won only four GPs (two by Kocinski and two by Schwantz). We haven't heard the American National Anthem at a GP since July 24, 1994, when Schwantz won the British Grand Prix at Donington Park, scoring the 25th and final win of his great career.

Our 500cc losing streak has now extended to 32 races. So with our lone 500cc rider, Kenny Roberts Jr., still winless, we can only take some comfort in the fact that Great Britain is in even a bigger slump, 0 for 203 to be exact (and Mamola and I have been told that British TV viewers are tired of hearing about this "0-for" and wish we would shut up about it). The last British rider to win a 500cc GP was Sheene, back in 1981 at Anderstorp, Sweden, on a crisp, August day with scattered clouds and showers. That race, by the way, is mainly remembered in GP history because Marco Lucchinelli finished ninth to win the



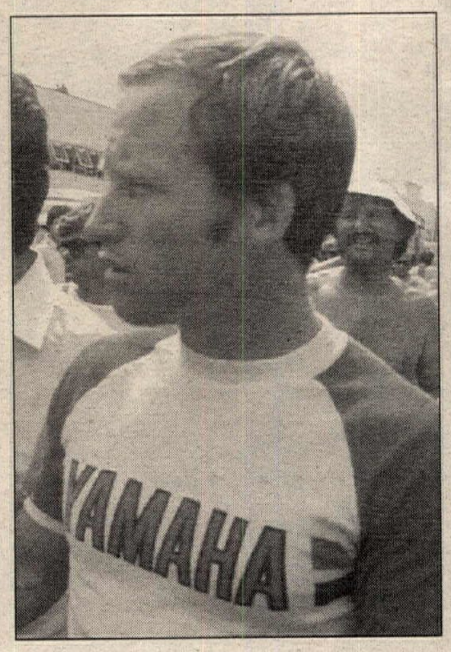
(Above) Randy Mamola won only 13 times in his 145 starts, but he was a runner-up in the World Championship two times. (Left) Kevin Schwantz is ranked sixth in winning percentage, fifth in pole position percentage, seventh in podium appearance percentage, fifth in fastest lap percentage and sixth in average points per start.

500cc World Championship from Mamola, spooked by the rain, who didn't score, fueling the myth that "Yanks can't ride in the rain." Mamola went on to overcome his rain jitters to become, perhaps, the best rain rider of his generation. We're trying to confirm this with stats from Dr. Raines, but sometimes there is nothing in the official results which gives weather conditions.

Speaking of streaks, at present the longest significant ongoing streaks in GP racing are all held by Honda or Honda riders. Honda has 43 consecutive podium finishes in the 500cc class, 38 in 125 and 22 in 250. Ralf Waldmann has the longest current consecutive podium streak with 12. Doohan has now scored in his last 23 starts, followed by Waldmann who has scored in the last 14.

Honda looked like it had an outside shot at one of GP racing's "unbeatable" record streaks. Going into the last round of the 500cc championship last year, Honda had a string of 11 straight wins, nine behind MV Agusta's record of 20 in a row (1968-69) - but when Criville nailed Doohan on the last lap the streak went down the road along with the two HRC works riders.

Here are some vital stats, especially in the 500cc class. We are limited to recent GP history, from 1976 to the present, on the true number of starts, but we are working with the FIM and recognized



(Right) Kenny Roberts won 22 times in only 58 500cc GP starts for an amazing winning percentage of .379. Not even Roberts could match Wayne Rainey when it came to average points per start or podium appearance percentage - two areas where Rainey is unmatched.

(Left) England's Barry Sheene is seventh on the all-time win percentage list.

Winning Percentage - all classes (current riders with 30 or more starts)

Rider	Starts	Wins	Winning %
1. Max Biaggi*	73	24	.329
2. Michael Doohan	106	34	.321
3. Luca Cadalora	167	34	.2036
4. Jorge Martinez	182	37	.2033
5. Loris Capirossi	95	16	.168
6. Haruchika Aoki	55	9	.164
7. Dirk Raudies	102	14	.137
8. Ralf Waldmann	108	14	.130
9. Masaki Tokudome	42	5	.119
10. Tetsuya Harada	52	6	.115
11. Takeshi Tsujimura	53	5	.094
12. Kazuta Sakata	81	7	.086
13. Noboru Ueda	80	6	.075
14. Alex Criville	122	9	.074
15. Stefano Perugini	42	3	.071

500cc GP Career Winning Percentage (1976-present)
(Names of active riders capitalized)

Rider	500cc Titles	Starts	Wins	Winning %
1. Kenny Roberts	3	58	22	.379
2. Freddie Spencer	2	62	20	.323
3. MICK DOOHAN	3	106	34	.321
4. Wayne Rainey	3	83	24	.289
5. Eddie Lawson	4	127	31	.244
6. Kevin Schwantz	1	104	25	.240
7. Barry Sheene*	2	97	19	.196
8. Wayne Gardner	1	102	18	.176
9. LUCA CADALORA	0	55	8	.145
10. John Kocinski	0	44	4	.091
11. Randy Mamola	0	145	13	.090

500cc Pole Position Percentage (1976-1996)

Rider	Starts	Poles	Pole %
1. Freddie Spencer	62	26	.419
2. MICK DOOHAN	106	38	.358
3. Johnny Cecotto	34	11	.323
4. Kenny Roberts	58	18	.310
5. Kevin Schwantz	104	29	.279
6. Wayne Gardner	102	19	.1862
7. Barry Sheene*	97	18	.1855
8. John Kocinski	44	8	.182
9. Wayne Rainey	83	15	.181
10. LUCA CADALORA	55	8	.145

500cc Podium Appearance Percentage (1976-present)

Rider	Starts	Podium	Podium %
1. Wayne Rainey	83	64	.771
2. Kenny Roberts	58	39	.672
3. MICK DOOHAN	106	69	.651
4. Eddie Lawson	127	78	.614
5. Wayne Gardner	102	52	.510
6. Freddie Spencer	62	31	.500
7. Kevin Schwantz	104	51	.490
8. Barry Sheene*	97	40	.412
9. John Kocinski	44	18	.409
10. LUCA CADALORA	55	20	.375

500cc Fastest Lap Percentage (1976-present)

Rider	Starts	Fastest Laps	Fastest Lap %
1. Kenny Roberts	58	24	.413
2. Freddie Spencer	62	18	.290
3. MICK DOOHAN	106	30	.283
4. Wayne Rainey	83	22	.265
5. Kevin Schwantz	104	26	.250
6. Wayne Gardner	102	19	.186
7. Barry Sheene*	97	18	.185
8. Eddie Lawson	127	21	.165
9. Johnny Cecotto	34	4	.118
10. LUCA CADALORA	55	6	.109
11. ALEX CRIVILLE	68	7	.103
12. John Kocinski	44	4	.091

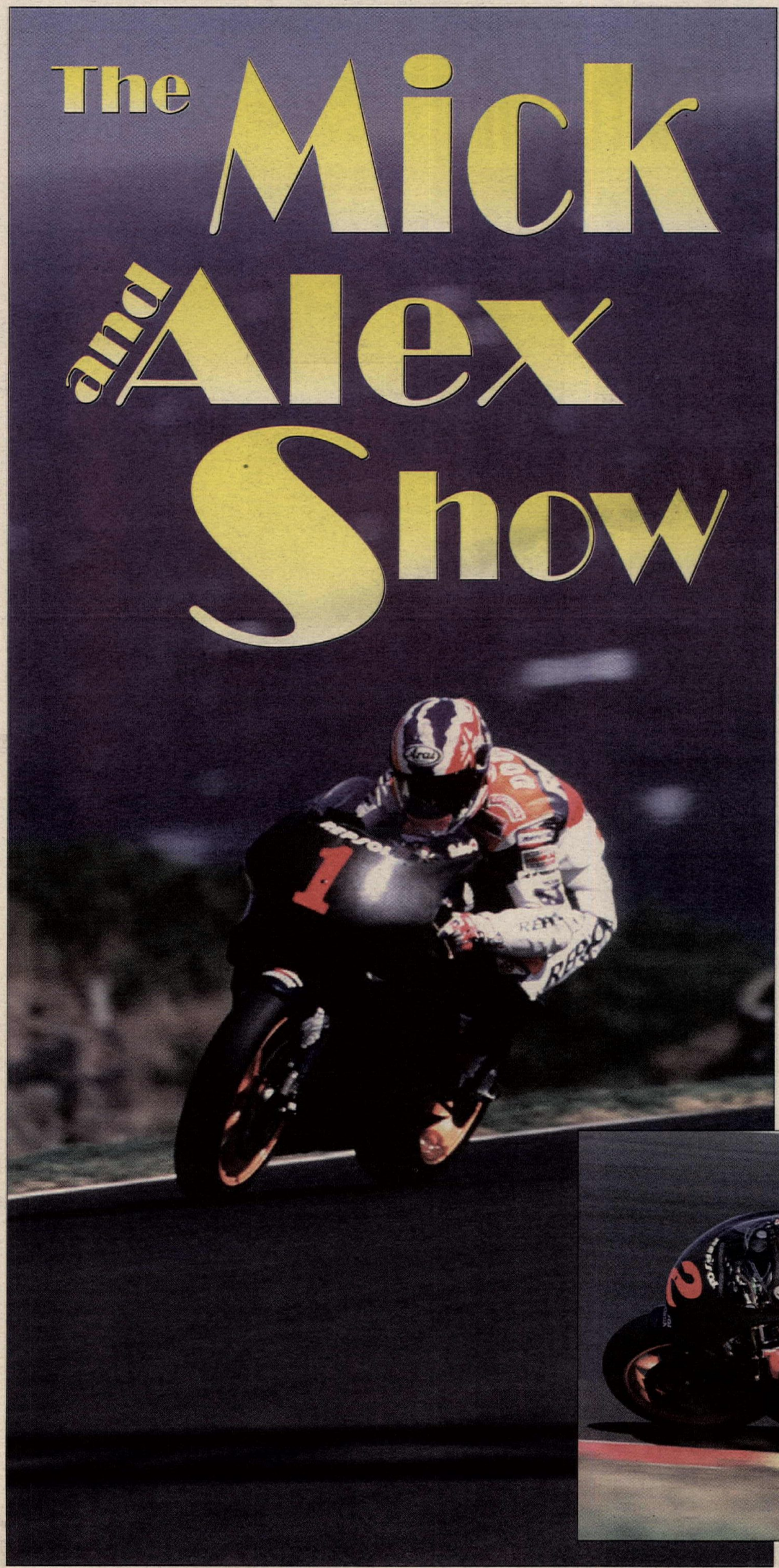
Average Points Per Start (1976-Present) - (all scoring adjusted to present system)

Rider	Ave. Pts./Start
1. Wayne Rainey	17.39
2. Kenny Roberts	17.16
3. MICK DOOHAN	16.66
4. Eddie Lawson	15.89
5. Wayne Gardner	14.21
6. Kevin Schwantz	13.64
7. Freddie Spencer	12.76
8. John Kocinski	12.43
9. LUCA CADALORA	12.20
10. Barry Sheene	11.30
11. ALEX CRIVILLE	11.21
12. Daryl Beattie	11.02

* Barry Sheene's starts from 1974 and 1975 have been included.
Active 500cc riders are shown in uppercase.

Grand Prix historians to bring into the picture the complete results of riders from the earlier years of racing. When all the information is available, I am sure that the stats of riders like Hailwood, Nieto, Surtees, Duke and Ubbiali. will be overwhelming compared to the best of today's riders, while the final line for 15-time World Champion Giacomo Agostini, winner of 122 Grands Prix (68 in 500cc racing and 54 in the discontinued 350cc class) will be truly Ruthian in its majesty. CN

The Mick and Alex Show



(Above) Three-time 250cc World Champion Max Biaggi finds himself on a new bike, with a new sponsor, and in a new team for 1997. (Left) Three-time 500cc World Champion Michael Doohan is expected to win his fourth title in 1997. Again, his biggest challenge should come from his Spanish teammate Alex Criville (below).

By Michael Scott
Photos by Gold & Goose

Take your seats, ladies and gentlemen, for the Mick and Alex show.

It features an Old Master and a New Pretender. It has a clash of machine types (though you can't actually see the difference). It has a supporting cast of eager wanna-bes, ranging in status from nearly-men to almost-stars, with a fertile field of maybe-let's-see-riders in between. And, way out in left field, Anthony Gobert.

On second thoughts, don't take your seats. Rather, heed the usual warning. Stand well back from the barriers.

The rivalry between the two Repsol-Honda works men overshadows the coming Grand Prix confrontation, over 15 rounds in almost all four corners of the world. Michael Doohan and Alex Criville finished last year in Australia with Doohan clearly on top, champion again for a third year in succession; but with the younger Spaniard now snapping so hard at his heels that the issue

could only be resolved when they collided and fell down on the final lap.

The incident galvanized Doohan. Already he'd been complaining that while Criville could go fast, as long as Doohan was there already, he couldn't run away up front and win the race on his own account. Now he'd proved it.

"It's what I've been saying all year. He follows me, then goes out of control on the last lap," was Doohan's pithy comment on the spot. The pair shook hands and agreed to play it cool during preseason testing. That seems likely to be one of those resolutions that don't actually last too long into the new year.

Nobody wants riders to knock each other off, but unless there is some dramatic change in the fortunes or machinery of the other teams, the only real hope the rivals have is that Mick and Alex will be so occupied with each other that they'll leave opportunities open for the rest.

The works Honda pairing wasn't after all completely invincible last year. Luca Cadalora won two races - though he too was on a V-four Honda NSR500. Norifumi Abe took the Japanese GP after an impressive ride that was echoed by some strong races later in the year for the Yamaha man. Though Loris Capirossi's only win came after the infamous Eastern Creek incident took both the Hondas out.

The best hope potential rivals have - and these include both Abe and Cadalora (now on a Yamaha again) as well as a hopefully recovered Daryl Beattie - is that the Honda riders will put so much pressure on one another that they'll create cracks in their otherwise awe-inspiring strength. Both Doohan and Criville have shown themselves vulnerable to pressure, the latter rather more so than the former, but a few non-finishes by each of them could leave a championship chink open for the rival who clocks up steady rostrum finishes race after race.

Always assuming, that is, that Alex Criville has been able to continue building on his strength over this winter as he did last - for although he may have outqualified Doohan five times last year and beaten him twice in a straight fight, you'd have to be a real gambler (or Spanish) to put money on him against Doohan over the course of a full season.

Doohan's greatest strength, meanwhile, is his independence of mind. Which has led him to choose (almost certainly, though without official confirmation as yet) to switch from the user-friendly Big Bang to the previous 180-degree "Screamer" engine. It's harder to ride and harder on tires, but ultimately faster if you are one of the five or so men who ever managed to master the increased facility for throttle control. Doohan is emphatically one of those men, and reasons that improvements in chassis and suspension technology, tires, and electronic engine management will give the Screamer another chance to express its mean streak, to his advantage.

It is a gamble, of course, though preseason testing suggested that the odds are not altogether unfavorable. What could be more appropriate to a rider looking for the strength of motivation required for a fourth straight win than a high-risk strategy?

TEAM REPSOL HONDA

Again the biggest and strongest team in oh so many ways, Honda's factory squad numbers three V-four riders and one more on a V-twin. They already have the dominant machine and the top rider in place.

Michael Doohan: Formidable talent and dedication. Seems set to switch from user-friendly Big Bang motor to the more demanding but potentially faster old-style Screamer. A radical step for a radical rider.

Alex Criville: Slow learner who has gradually improved to challenge Doohan hard by the end of last year. Can he maintain his steady rate of improvement? Is he strong-minded enough? If he does outscore Doohan over the year, it will be a major achievement.

Tadayuki Okada: Now on a V-four after making impressive if patchy class debut on new V-twin last year. Might find life in the very fast lane rather hard.

Takumi Aoki: Completing the full Aoki Trio, the middle brother debuts mark two of the factory development V-twin, fresh from the superbike series at home. Clearly talented, the wieldy lightweight will give him a soft entry into the class.

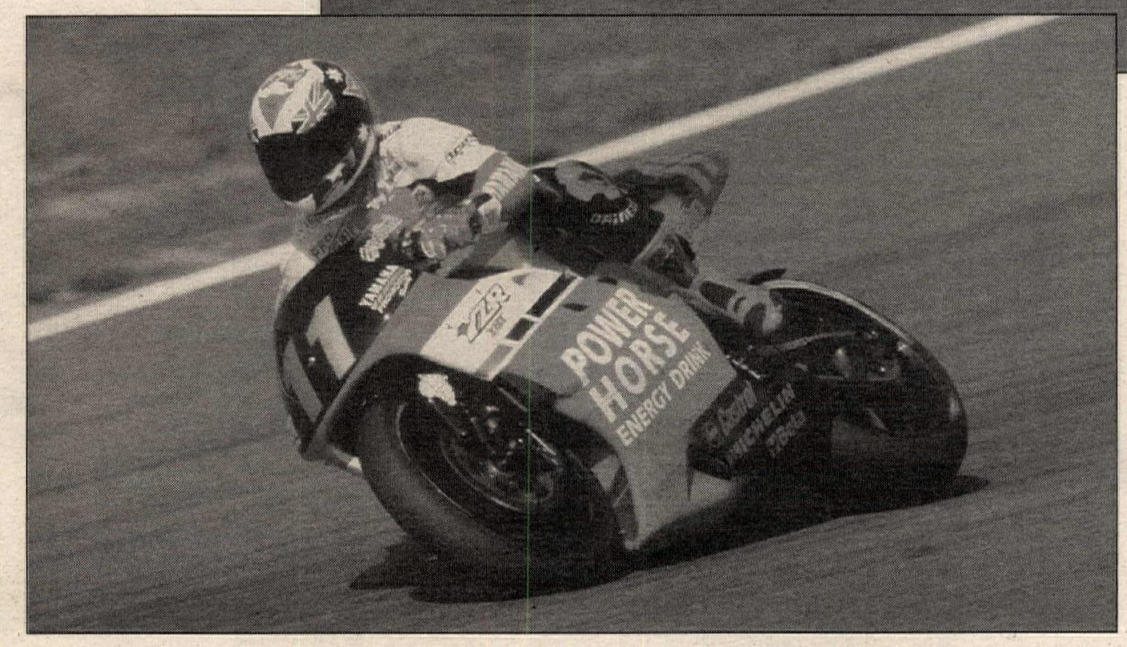
MOVISTAR HONDA PONS

The only satellite Honda team this year features new sponsors but the same two riders, as well as the development skills of Antonio Cobas. Equipment is nominally identical but inevitably one rung down from the HRC Repsol bikes.

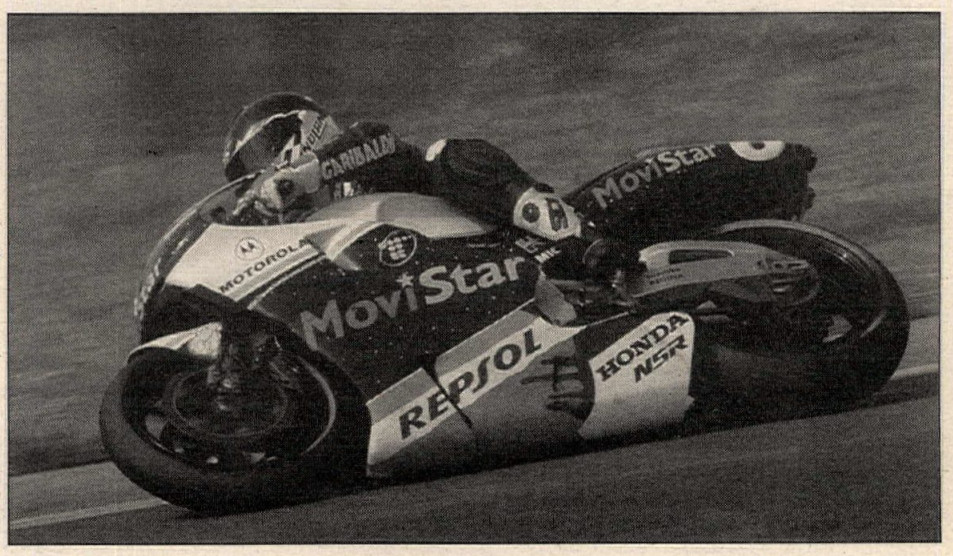
Alberto Puig: Redoubtable rider, returned last year from near-crippling accident in 1995. Puig is tough and accustomed to overcoming setbacks, but has few chances left.

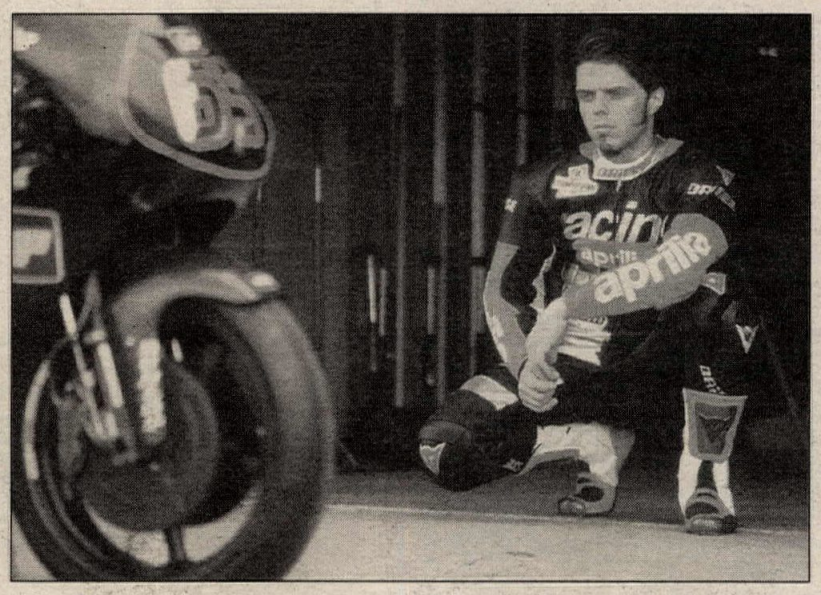
Carlos Checa: "Chubby" was erratic in his first full 500cc season, but won in Catalunya. Expect some good rides, and some near misses too. Not yet a championship contender.

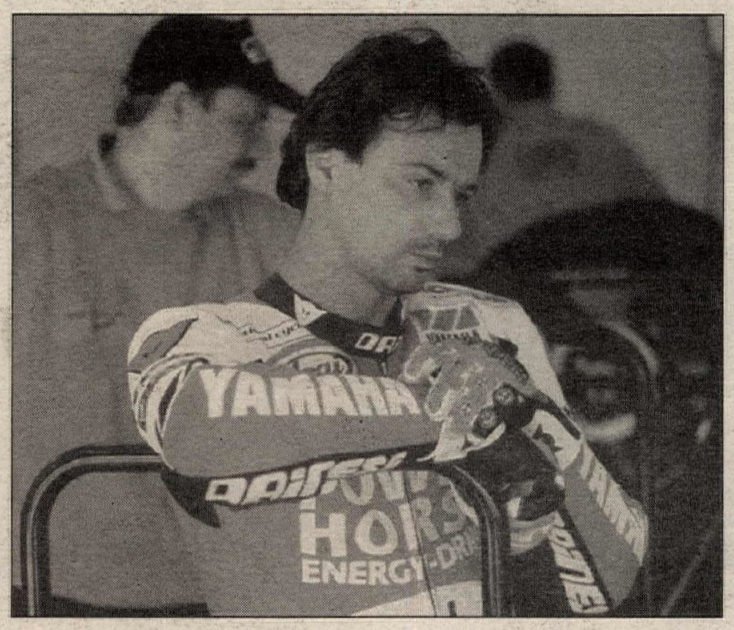
(Right) Norifumi Abe (5) and teammate Sete Gibernau (20) make up Wayne Rainey's unsponsored Yamaha team in 1997. (Below) The other Yamaha team will feature World Superbike Champion Troy Corser (11) and former Marlboro Yamaha rider Luca Cadalora.



(Below) Ralf Waldmann has been fast all winter. The German and his Marlboro Honda are expected to challenge for the 250cc crown in 1997. (Bottom) The MoviStar Honda Pons team will consist of Spaniards Carlos Checa and Alberto Puig.







(Above right) Loris Capirossi returns to the 250cc class in '97 on a factory Aprilia. (Above) The youngest Roberts, Kurtis, joins the World Championship on a PJ1-backed Aprilia. (Below left) Luca Cadalora could prove to be a threat for the 500cc title. (Below) Tetsuya Harada on the ex-Biaggi Chesterfield Aprilia. Can he regain the magic that made him 250cc World Champion in 1993?

YAMAHA RAINEY

Wayne Rainey took over the works Yamahas from Kenny Roberts after a complex series of multiple shifts of loyalty. Then a switchback on-again off-again ride with sponsors Marlboro left the team (maybe) without backing with less than three months to the first GP. Too late to find another sponsor, Yamaha stepped into the breach themselves. Meanwhile, Loris Capirossi had unexpectedly quit to go back to 250s, and the late search for a replacement was further hindered by sponsor interference. Rainey does have Norifumi Abe back, after two full years "on loan" to Kenny Roberts.

Norifumi Abe: Spectacular on his good days and always willing to try hard, Abe made his life difficult last year by reliably qualifying way below his eventual racing speed. If he can achieve more consistent strength, he could be a title threat.

Sete Gibernau: The Spaniard was a last-minute recruit, after standing in for the fired Tetsuya Harada in the closing rounds last year on a 250. He's a learner on a fast bike - a make-or-break scenario.

TEAM YAMAHA PROMOTOR

Circumstances have added weight and status to this new team, fresh from a couple of good years in World Superbike racing, and bringing their World Champion Troy Corser with them. Bringing the number of title-winning riders to two out of two. The level of equipment and degree of support from the factory remains to be seen.

Luca Cadalora: Former 125 and two-time 250cc World Champion, Cadalora has a reputation for being blindingly fast on his day, and keen to pull in to the pits when things don't go right. Back on a Yamaha on Michelin tires, can he become consistent as he once was on a 250? If so, he might even win the title.

Troy Corser: Thoroughly professional, sensible and fast. That's the reputation Corser brings with him, along with the other baggage of a World Superbike Champion. This means he's avoided talking big, and sees this as the first year of a three-year drive to the title. Which is a very sensible attitude.

TEAM LUCKY STRIKE SUZUKI

An all-new bike addresses the deficit suffered last year, and the smallest of the Japanese factory teams is due for a good season again. There are many uncertainties, however, mainly centered around whether Daryl Beattie can regain his former title-leading form. However, new boy Anthony Gobert promises to be a welcome dose of good fun for the team, and for GP racing.

Daryl Beattie: Consistently strong in 1995, he was Doohan's strongest rival. Then came a series of battering crashes in 1996, the first caused by a seized engine, which set the tone for an awful year. Steady pressure is his specialty, and it could pay big dividends this year.

Anthony Gobert: Talks big and has already embarked on an impudent campaign against top Ozzie dog Doohan. Nor is he overawed by the speed and power of a GP bike. Might discover there is more to learn than he thought. Uninhibited fun-loving personality should spark up the general atmosphere.

MARLBORO TEAM ROBERTS

With the season drawing very near, the all-new Modenas V3 is looking increasingly less likely to be ready for the opening rounds. Accumulated delays have left an impossibly short time for development of a fully fledged racer. A tendency to smile indulgently should be avoided. Backed by the Marlboro millions, this is a very serious and highly significant venture, even if it is a few months out of kilter with the calendar.

Kenny Roberts Jr.: Impressive last year for a kid who arrived at the highest level lacking extensive racing experience and burdened with a famous name. If he hadn't been the old man's son, he wouldn't now have to lose a season or so developing an all-new racing bike. But if he hadn't been the old man's son, he probably wouldn't be on a 500cc works team yet anyway.

Jean-Michel Bayle: The world's most versatile motorcyclist started to get pretty good at the end of last year, his first season in the 500cc class. If he'd stayed on a V-four, he'd have got better still. Now it's up to the bike.

APRILIA

One last chance for the 410cc V-twin, which came so close last year, qualifying on the front row several times, only to be overwhelmed time and again in the brutal rush to the first corner. If it doesn't fulfill its potential this year, it's due for the chop.

Doriano Romboni: Fast but fragile, Romboni suffered wrist injuries last season that threatened his chances of riding this year. Hopefully they will not shadow his season. If he fails to show up, he'll be replaced by fellow Italian Alessandro Gramigni.

ELF 500 ROC

The newest V-four is a well-funded semiprivate venture marrying the successful high-power sidecar Swissauto motor with ROC chassis skills. Spasmodically promising last year, they now have a Big Bang engine. But it's hard to beat the Japanese at their own game.

Juan Borja: Consistently fast, Borja's talent showed well as top privateer in 1995, but his first Elf season gave the Spaniard few chances to progress. Could be more to come, however.

Jurgen Fuchs: Late-starting 250cc star, the German was rideless after the withdrawal of sponsors HB. The move to Elf wasn't his first choice; he will probably be of more value to them than vice versa.

PRIVATEERS

Twenty-five-strong grid numbers are made up by eight privateers, three of whom will ride production-model V-twin Hondas. The most notable is ex-works man **Alex Barros**, with the other two going to ex-250cc works man **Nobuatso Aoki** and fast-rising ex-250cc Frenchman **Regis Laconi**.

The rest ride variations on the ROC-Yamaha team, with Harrises notable by their absence. Watch out for Italian tough guy **Lucio Pedercini**, ex-works man **Jean-Philippe Ruggia** and ex-250cc Dutchman **Jurgen van den Goorbergh**. And welcome **Kirk "Shagga" McCarthy** on the ex-Niall Mackenzie WCM bike.

250cc: WHAT ELSE WILL MAX AND TETSUYA SWAP?

All change in the smaller class, with a massive reshuffle triggered by the falling-out of triple champion **Max Biaggi** and his title allies Aprilia.

Biaggi moved in with Honda, with Marlboro backing and Erv Kanemoto preparing the machine, determined to prove that it was the rider not the bike that had dominated for three years, while Aprilia shipped in not only former 125cc champion and 250cc star **Loris Capirossi** but also Max's most feared rival, ex-Yamaha World Champion **Tetsuya Harada**. The pair make a formidable team.

Honda has retained last year's runner-up **Ralf Waldmann** and the highly impressive **Tohru Ukawa**. Not to mention **Olivier Jacque**, perhaps the brightest of them all. Its also gained double 125cc champ **Haruchika Aoki** and tiddler rival **Emilio Alzamora**. Aprilia add another ex-125 flier **Stefano Perugini** to a volatile mix.

And Suzuki is back, with Japanese champion **Noriyasu Numata** joined by Briton **Jamie Robinson** in another attempt to move back into the class. Yamaha has no works presence this year.

Garry McCoy joins the class this year on an Aprilia, yet another top 125cc man to move up.

125cc: TOKU, ROSSI AND THE REST

The 125cc class has been somewhat depleted by wholesale moves to 250s - good news for '96 runner-up **Masaki Tokudome**, whose own plans to move up came to nothing. **Valentino Rossi**, also on an Aprilia, will bear watching - the mad kid of '96 is a serious championship threat. Likewise the similarly mounted former champion **Kazuto Sakata**.

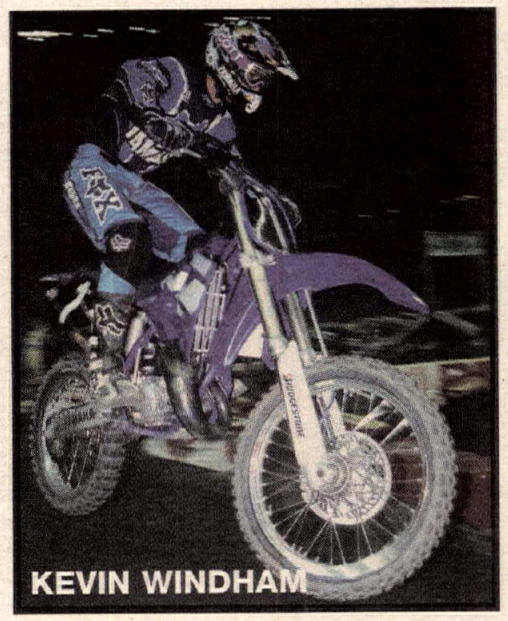
Honda has **Tomomi Manako** in the top slot - very fast at the end of last season - as well as Aprilia defectors **Roberto Locatelli** and **Gianluigi Scalvini**, while Yamaha have two hot Japanese riders, **Yoshiaki Katoh** and **Youichi Ui**. CN

BRIDGESTONE

ON TOP AGAIN IN HOUSTON!

BRIDGESTONE CONGRATULATES JEFF EMIG & KEVIN WINDHAM

Congratulations to Jeff Emig & Team Kawasaki who came from behind to win the 250cc class at the Houston AMA Supercross. And to Ezra Lusk & Team Yamaha who finished with a close second. Bridgestone advanced tire technology continues to be a part of their winning formula.



KEVIN WINDHAM

Congratulations also to Kevin Windham and Team Yamaha who took first in the 125cc class. Bridgestone can have you on top of the podium too, with a complete line of off-road racing tires to conquer the most demanding tracks!

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Something

By Davey Coombs

What is the world supposed to think of Damon Bradshaw?

Four years ago he was at the top of his game, living the large life of a superstar under the Yamaha factory tent, when he decided to quit racing. Two years ago he stepped back into the fire, but the flames were too hot again and Bradshaw did not realize the great expectations that his team, his fans and the industry in general had for him. But rather than quit, Damon set out on his own in 1997, with the help of Manchester Honda Racing and AXO. The results still aren't quite what the world expects, but the privateer says he's happier now than he's been in a long time.

Here's what Bradshaw has to say about his leaving Team Yamaha, his new team, and his thoughts about his progress since hitting the comeback trail.

There are a lot of things to talk about. It's been a while since any of us in the media have had a chance to sit down and talk to you at length. The biggest thing to ask is, why did you decide to come up with your own team this year?

Well, at first I thought the Yamaha thing was going to be a go. In July or so (team manager) Keith McCarty goes, "You know, we haven't really talked about this much, but it sounds like everything is a go for next year." And I said that's fine, same money and everything, so I left it at that. After the Washougal National, which was one of the best rides I'd had all year, Keith called me and said they decided not to renew my contract. He said he hoped he left me enough time to get something else going and that was it.

After all those years with Yamaha it ended just like that?

Yeah, just like that. But I was only mad for about 20 minutes, I guess. In fact, I wasn't really mad at all. I was kind of like, 'Well, maybe I've done something wrong.' And I knew the results weren't quite what everybody thought they were going to be, even though I was off a season and a half outdoors, and two supercross seasons. I knew it was going to be tough - I didn't think I was going to come right back in and kick everybody's ass, but I think that's what a lot of people thought. So anyway, I thought about it for 20 minutes or so and then I went over to Bob Hannah's house later that day. I mentioned it to him and he told me about his similar thing with Suzuki. They told him they didn't really have a place for him or whatever. And he said he was mad for a little while, but he got over it really quick and it just made him work harder at something else.

Who did you talk to next?

I probably talked to Jim Hale at AXO first, because I knew I was out of my Fox deal (through Yamaha) and I didn't have to deal with that anymore. I told him that I wasn't going to be riding Yamahas and that I wanted to ride Hondas. So we just started talking and started putting things together. In the beginning I really wanted to do it all completely myself, just get up enough outside sponsorship to where I could buy everything and do it that way, and there was just not enough time. It was during the time that we were trying to do all the European supercross races and to get all that lined up it was going to take three or four months to get everything organized. Then Jim said if I was serious that he would help me as much as he could, try to organize a lot of it while we were in Europe. The Manchester Honda Racing thing popped up but they didn't think they were big enough for what I wanted to do, thinking that I was maybe going to expect too much or that they just couldn't do what they thought I needed. I told them that regardless of my name or anything, I don't have to go to the races in a big semi or anything, it doesn't have to be some big entourage. I said I just wanted the opportunity to ride something different and I think it would be good for me to do something different. So AXO and MHR started putting the things together and then Mac Tools came aboard. I got really excited when things started coming together. It was a last-minute thing for sure, but once it started to happen I was excited. I forgot about the Yamaha thing the minute I started talking about the other things.

So there's no hard feelings about the way you were treated by Yamaha?

Those guys could not have put forth more effort. I think the way things ended with them wasn't quite right, but they never quit trying to make things work for me, and I was with those guys for 17 or 18 years. But I think it was really good for me to try something totally different. I didn't have any idea that we were going to end up with the truck that we ended up with, and the sponsor, and just the way that everything turned out. I told Jim all I was really concerned about was having a good motorcycle each weekend and a good mechanic. I said if we have a box van, that's fine with me, I really don't care. Because of the advertisement part of it, they wanted a rig that was really nice. Believe me, our truck is a lot nicer than having a box van. You can go in and have a shower and go to the bathroom. You don't have to go to the porta-johns. It makes being at the races a lot easier.

So you like having your own team?

I'm really enjoying it. Another reason I wanted to start putting this stuff together is because maybe it will give me something to do when I'm done racing. If I want to continue to be involved with the sport maybe I can continue working with this team and try to make it bigger and better.

When you left the sport for a time back in '93, a lot of people thought it was the sport but it wasn't, was it? It was a million other things.

Yeah, basically I just wasn't happy being there for whatever reason. I don't think it was all personal reasons or all the race track stuff, or because I wanted to do something else. I was just really tired of doing the same thing week in and week out. Being away from home, not being able to enjoy life. It wasn't getting me anywhere. I've always had the most fun and the best times in my personal life, with hobbies and friends and everything, and I got to the point in my career where I didn't do a lot of that. Back when I was doing well in '91, '92, whenever, I was out on the lake, I was waterskiing. I was having fun: spending time in airplanes, with my girlfriend, and everything else. That's kind of the way I'm doing things now. Our results haven't been as good as I would like this year. We're still early in the season, but I'm having way more fun than I had at Yamaha the last couple of years.

But racing is a job sometimes.

Of course, but it turned more into a business than just a job, and I realize sometimes it has to do that, but it's still got to be fun. I don't think a lot of peo-

different

ple understand that with my own team I can do what I want. I also have a lot of say in what goes on and it's kind of neat. It gives me a different aspect of things, somewhat running the team, giving those guys advice, and riding the motorcycle.

Are you not going as fast as you did before you quit, or has the sport just evolved to where those guys are going faster than ever?

I think those guys are going faster. They've all really changed. When I was going my fastest, the times when Jeff Stanton I had our races, we were going as fast or faster than these guys now. I remember days when we were on a rail and we were a gear higher than everybody. That is the type of speed that these guys do every weekend on all the different tracks. And now it's a lot harder to find a little bit of an edge on a guy, and when I was racing before it was pretty easy. It was easier to outsmart the guys back then. They have a couple more years under their belts now. Maybe I just progressed a little bit quicker than they did when I was racing against them before. Then obviously Jeremy came along, and Emig really changed in the last several years. I don't think that I'm as fast as I was when Stanton and I were racing, but I think I can get back to that. The main thing is to be a little bit stronger physically, but mainly mentally. That's a big part of my game, to really know that I have confidence and know that I can do it - that's the only thing I've struggled with. The confidence will build as the good rides come along.

How different do you think your results would be now after two months of the 1997 season if you hadn't fallen in the second turn on opening night at Los Angeles?

Probably a lot better. Right after LA, the next couple of races, my confidence was shit. My wife's telling me she knows I can do it, she's seen me do it, and I'm not riding like myself or acting like myself. I said I knew it was a lack of confidence and the only person that can fix that is me. People can talk until they're blue in the face and tell me this and tell me that, but until things start happening for me it's just not going to fly.

It's like before, after winning so many races, then all of a sudden you fall off the edge just a little bit. It's really hard to make the step back there again. Once you get beat and you get beat again and you start going down you either have to find something that really picks you up again or you're just going to go farther down. People don't understand how mental it is. It's real mental for me, way more than physical strength. There's got to be physical strength but the mental way overdoes that.

Were you ever a player in the Team Honda thing that came up after Jeremy McGrath quit? Were you ever approached by Honda?

No. There was talk about it. Honda never called me directly, but there was talk about it amongst other people. Some people said something to me about it and I said, to be honest, I didn't really want to be right back into the fire. I said I'd like to be affiliated with Honda enough to where they can help me and help me to make my life better, and maybe I could help them. But I don't want to be slammed back into that truck and be expected, whether it was me or Steve Lamson or whoever, to continue what Jeremy has done, 'cause it's just not going to happen. It's not going to happen overnight. I'm not saying that nobody can ever do it again down the road, but it wasn't going to be something to happen overnight. And I think the Honda guys felt the same way. There were a lot of things that were going to have to change if I was going to have to go there. Not that I wouldn't be interested in the future, but I need to get back on my feet to where I can be stronger mentally, to have what it takes when you're on one of those teams. Nobody knows, when you're there and you have these other guys, you're not only competing with the guys on the race track, but in a sense you almost feel like you're competing against the guys in the same truck.

What can you do to fix your confidence?

I feel that my speed has been really good but I just can't get off of the gate. I've been struggling with that. And I know that my speed is as good as those guys, even the guys who have been winning. But it sucks when you go to the races and you want to do well and you get a 15th-place start and you're doing shit, and it's like, 'Well, here I am again. The same place.' And it's really hard to motivate yourself to go forward when you see the same thing every weekend. The start has a lot to do with it, and Gainesville (third place) was a big mental boost for me.

I know you don't like to get too much into speculating, talking about the number-one bike, but if Jean-Michel Bayle hadn't quit, if you hadn't quit when you did, would Jeremy McGrath have won 14 races last year or all these titles?

I don't know what the answer is to that. We can't really go back and say that if we would have been there that he wouldn't have done it because I don't take anything away from him. I think he's good, but I also thought he had a hell of a lot of momentum. You know, when I won eight or nine races in a row, everything was different in my mind. Going to the races on the weekend, I didn't really care what place I started. If I was 10th, if I was fifth, it didn't matter, because I was going to the front regardless. I know how he felt when he was on a roll and won however many races. I know the feeling he had, it was just multiplied times 10 of what I had. He didn't care what start he got, and it just built from there. Now he's kinda back down to a normal level, trying to get back there. It's not that he's fallen off the top, he's just not winning every race. Just like me, he's trying to get back over that edge again, and it's tough.

Maybe if Jeremy hadn't fallen in the first corner at LA. -

It may have been a different story for him, too. It's really hard to speculate on what one person has done, but I think I've been through so many different mental stages in racing, I've been doing it for 20-something years now. I think I've probably been sitting pretty close to everybody's mental stage at one time, whether it was good, bad or indifferent. It's so different being where I'm at and not being with the factory because as long as you're there and as long as you're winning, everything's fine. But as soon as it's not, everybody's face changes. And that's one thing I got tired of seeing at Yamaha, point blank, was frowning faces. I knew my results weren't as good as they needed to be. But I can't stand moody people, and there were a lot of those people at Yamaha, and I know people come down on their asses from upstairs. It's just a food chain from the top to the bottom and if you're at the bottom you catch the shit. That's the neat thing about where I'm at now. Regardless of what place I get those guys are the same guys. They're happy if we win, results do a lot for anybody, but I see the same face every time I come off the race track regardless of what place I get.

One thing about your deal now, and I know it's always been a sore spot with you, is you don't have to talk to the media now if you don't want to, right?

Basically, not if I don't want to. It's not that I don't want to. I'll talk to most anybody out there, but there are a couple of people that I don't care to talk to, because they just hacked me so many times that now I feel like if I do an interview with them, regardless of what I say. I don't mind doing interviews, it's kind of fun. There's always a time and a place for interviews and some of the guys understand that and some of them don't. I don't want any of the press to feel like, "We can't go and talk to Damon." The guys that I don't want to talk to know who they are.

Did you know that Michael Jordan has a personal embargo on Sports Illustrated, which is the biggest sports magazine in the world? He refuses to talk to them, because of the way they treated him when he quit for a while to try his hand at baseball. They got into some personal things about the death of his father and stuff that they maybe shouldn't have. Instead of celebrating him as an athlete, they brought him down as a person.

There's always going to be somebody like that in every sport, and I feel like I know who they are in this sport. Jordan is definitely a guy who can basically say whatever he wants and he's still going to be loved in everybody's eyes, but I know that a couple of magazines that have hacked me have changed the way a lot of people think about me, at least until the people talk to me and get to know me a little better. I have people come up to me all over the place saying that they read this or that. I just say, "If you want to know something, come ask me yourself."

Play big brother for a minute: In the last two weeks, we saw Ricky Carmichael win some races and explode onto the scene like you did in '89. He's the first right-out-of-the-woodwork, teenage phenom we've had in a while. What advice would you give him?

Well, I know he's getting ready to go through a hell of a lot of changes in his life, and people are going to have a lot of expectations for him. He just raced against the top guys in the country and beat them. Now it's going to be expected of him by a lot of people. The first supercross that I won was in Japan (at age 16). We're standing on the podium and Ricky Johnson told me, "It's good that you won this, but from now on, when you don't win, it's going to be 'What happened?'" and he's exactly right. Until when I quit racing, if I called home or saw someone in a grocery store and they'd ask how I did, I'd say second or third, and they'd say "What happened?" I'm not saying it's to that point in his career now, but the best thing that he can do is to try to keep this as much fun as he possibly can and stay level-headed. I basically think he should stay level-headed and take it one day at a time.

Enjoy the ride?

Yeah, just go, go, go - as long as you can go - but keep it fun because he has a long career ahead of him, and that's what's so tough now about going forever, coming to terms with what's expected of you and how you treat it mentally. Right before I quit racing, I never said no to one thing. If it had to do with racing, if any of my sponsors ever asked me to do anything or go anywhere, I never said no. And if they asked some other guys and they didn't want to do it, I would do it. And now it's a little bit different, if there's something I don't want to do, I just say I'd rather not.

When I made my big jump and won a couple of races, there was not a whole lot going on, and then, bang! All of the

sudden everybody wants a piece of that pie. Ricky's going to have to keep that all in perspective, because that kind of stuff can beat up on you real quick. The way I look at it, there's a big pie but everybody takes a piece, and when you go to eat, and there's none left. You have to save some things for yourself. Save some time for yourself to get your thoughts straight because if you let them, they'll take every piece of pie in that bucket. I was bad about not doing that - I'd be the last guy to think about myself. Now I'm different. The only people I really think about to a certain extent is me and my wife. I always think of my mechanic and the guys that are involved with our team, but when it comes to anything else, I don't care less. And that's really the way it's got to be. You just get so much shit going you get strung out.

So you're saying that you have to make yourself number one before you can be number one.

That's right. And I don't know Ricky Carmichael at all, but I hope he does well because I think the sport really needs that. I think that's something that's good about all of these smaller teams (like Carmichael's Pro Circuit team). They give a lot of these kids that may be good enough at one time to go into the factory truck but there was no room. So their equipment wasn't so good because they didn't have enough money. Well, now these other smaller teams are going to let guys like that into the sport.

There are a lot of comparisons between you and Ricky because of where you're from in the Southeast, the family situation - it's the American dream. Carmichael's family goes to every race. Would you have separated from your family more at that time?

It's a tough situation because he's still a kid and his parents are still there. In a sense he's still a kid, but really he's not. You know, I was flying around the country when I was 13 or 14 years old going to amateur races and a lot of the times I got on the airplane without my parents. I'd go to California and test for two or three weeks and test, then I'd go back home. That was a big stepping stone for me for the rest of my career because at that age there were small decisions that I had to make on my own - I started that at a young age. With Ricky, or anyone else for the matter, they're going to have to give him his space, because everybody says that they make him ride and ride and ride, and it's good that they want him to do well, but they could push him to ride on out the door. And I'm not saying that they're going to do that, but they have to really understand how fragile the situation can become.

It's important for parents to find a new role when it all starts to happen for a kid that good.

Yeah. He has a mechanic, he has a team manager, so basically he's working for Pro Circuit. He needs to be more or less under their tent. When he needs his parents' advice, he needs to be able to go to them, but they really need to be spectators. That's kind of how I had to tell my parents, because they wanted to stay involved and it was really tough for them to separate themselves. There are a lot of scenarios out there like that, a lot of kids with parents still hanging around, and there is absolutely nothing wrong with parents going to the race, as long as they go to the race as spectators. Don't go as his coach, or even really as his parents, but as spectators. If you do bad in a race and if it needs to be discussed, it needs to be discussed between you and the guy that's responsible for that team and your mechanic.

I've seen in magazines or heard people talking about you turning your back on the sport. I've always defended your decision to leave by saying, 'Bradshaw gave up something too much for the sport - he gave up his youth.' That's what people need to remember. They're still kids, even though they might be 17-year-old kids making a lot of money, flying all over the world, getting on TV, working for a corporation, but they're still kids.

That's the reason I said they have to keep it fun. That's all aspects of life, a kid's personal life, his life at the track and his life at home. In my book, you can't eat, breath, sleep and shit this race track.

When I left Gainesville, when I drove out of that parking lot, that was the end of that race. I didn't want to talk about it, that was it. And it's the same thing if I do bad. I want to try to leave it there when I leave, because the next day is my day off. It's my day to enjoy whatever I want to and if I have some spare time I'll go and do some other things. Bob Hannah was a hard-ass, and he'd tell me stories of tracks where we had been mountain-biking on, how he would run the same track every day of the week on foot. But he still had his fun. He had his airplanes, that was his relaxation. He'd come home from a race, and the next day he was out playing in his airplane. He ate, breathed and slept motocross more than anybody, but he still had fun.

Has your relationship with your parents gotten better?

It's gotten a little bit better, but it's still not the way it should be. We're trying to get things ironed out with the farm (in North Carolina) and with a lot of money that I spent up there. A lot of my money I've made over the years is still sitting up there. I'm still well enough off to where if I don't want to race, I don't have to race, or I don't have to work or whatever. It's not really the money thing, I'd just like to do what is sitting there, and we just can't do it together. We're trying to get things ironed out, and maybe after that's all ironed out and I don't have this big burden on my shoulders, things will be better. It's headed in the right direction, it's just kind of a slow process. I don't even really think about it until something comes up that I have to deal with. It will get better eventually.

How old are you?

Twenty-four. I'll be 25 in July.

So you're still young.

Yeah, I'm young, but I damn sure don't feel like it. Not that I don't feel like it because of injuries or anything like that, but it just seems like I've been doing this for so long. I'm actually younger than McGrath and Emig and those guys.

The last question is, what do you want out of the second coming of Damon Bradshaw?

I'd love to be in the top five, I want to be consistent, I want to be there every race. Regardless of this outdoor season being new, I still treat every supercross like it's brand-new. I don't even know where I am in points and don't really care. I just want to win a couple of races. I'd definitely like to win a supercross and I think I'm capable of that if I can just get out of the gate a little better. The same goes with the outdoor races. I'm just going to get stronger as time goes on and hopefully it will get better from there. I'd also like to make all of the outside sponsors happy to where this team can escalate even more next year. I want to do it as long as I'm competitive and as long as I'm healthy and having fun. I'd like to get the team going for these guys and if I feel that I still want to do something with the sport then I'll still be involved with it.

It's good to have you back.

It's fun, from a different perspective. It's totally different for me this time. CN

KTM U.S. Race Team rider Lance Smail pushed the envelope and made history in Daytona when he took his KTM Liquid Cooled 4-Stroke to the main event at the Daytona Supercross.

Tip of the hat to Lance who, finishing second in the final qualifier, positioned himself to compete against the world's top riders in a field of 2-stroke machines. All-in-all a great season start for Lance who intends to hold on to his #1 plate in the upcoming AMA National Four-Stroke Motocross Championship west series.

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Round 3: Cross Anchor Cross Country

Summers unstoppable

By Jim Talkington

CROSS ANCHOR, S.C., MAR. 23

"I love you guys," Scott Summers told the crowd after overcoming a situation during the race that nearly sidelined the Honda XR600 rider to win round three of the Grand National Cross Country Series in Cross Anchor, South Carolina. With the aid of spectators, Summers was able to get back into the race and capture his first victory of the season after running out of gas in the woods near the race's midway point. By salvaging fuel from a nearby quadcycle, spectators and course marshals were able to bring the big XR back to life. Summer would find himself a minute and 50 seconds down on race leader Steve Hatch but would, somehow, overcome that deficit by the end of the race.

"If it wasn't for them (the spectators), there's no way that I would've even been in the hunt", a gracious Summers said afterward. "I was really disappointed (when he ran out of gas), but I felt like my motorcycle was working so good, and I liked the track so much, that I thought, 'well, maybe those guys will have problems like I did and I'd wind up back in the race.' "

The top three finishers on this day would mirror the 1996 series' final points standings with the national number-one, -two and -three bikes finishing in that order. Trailing just a few seconds behind the Honda rider in second place was Team KTM's Scott Plessinger. A spectacular battle with Summers on the final lap and a bit of his own misfortune found Plessinger on the ground just long enough for Summers to break free for the win. Current series points leader Hatch filled out the podium and retained his series points lead with a third place finish. Fourth overall went to British import Paul Edmondson in his best (and only) series finish to date, rebounding from DNFs in the two previous rounds. Team KTM's Jason Dahners completed the top five.

Riders that took time to walk the challenging and entertaining course before the event looked forward to the day's race with great anticipation and were not disappointed. Eight miles of virgin trail, grass track and a unique starting area were laid out by Racer Productions' Dave Coombs and Jeff Russell and proved to be a hit with competitors. After two tight turns, the start opened into a nearly half-mile section composed of two long, grassy straightaways designed to thin the pack before entering the woods. Located in western South Carolina near the Georgia line, Cross Anchor shared similarities with the previous Road Atlanta round, an abundance of exposed roots littering the trail and perfectly clear skies and warm temperatures being the order of the day.

Absent from the pro pits on this day were top 10 riders Randy Hawkins and Doug Blackwell. The two Yamaha competitors were both away to compete in other series with which they have commitments, Hawkins at the Kalgary, Texas, National Enduro and Blackwell at the Cadiz, Kentucky, Mid-South Hare Scrambles. The Grand National Cross Country Series allows a rider to throw out their five lowest scores at season's end, so missing a round at this point does not seriously jeopardize their GNCC Series overall chances. Ironically, this event is almost in Hawkins' back yard, who hails from Traveler's Rest, South Carolina.

(Above) After running out of gas, spectators come to Scott Summers' aid by draining fuel out of a quad cycle and into the winner's XR600. (Left) Scott Plessinger gave Summers a race to the finish but a crash two miles from the end of the race ended his charge. He still finished a close second.

At the starter flags, Rodney Smith rocketed his Suzuki into the first turn ahead of the pack but drifted wide in the slick, grassy left hander, opening the door for teammate Hatch and the rest of the pack. A short straight and a 90-degree right turn later, the track would open up into the first fast straightaway, where competitors would reach speeds estimated above 60 mph.

The race would end here for former National Champion Fred Andrews and his Yamaha, just two turns and a couple of upshifts into the event. With Hatch pulling a clean holeshot and taking over as the new fastest starter in the series, Andrews held a close second before taking a trip over the bars in a spectacular, end-over-end crash while the pack raced around him. With much speculation surrounding the cause of the endo, videotape revealed that Andrews' rear wheel apparently hit a stump that was missed by his front tire, sending him over the bars and out of the race with a sore back.

Once past the downed Yamaha, the order was Hatch, Plessinger, Smith, Summers, Edmondson and the rest of the pro field, as they disappeared from view.

Road Atlanta winner and reigning National Hare Scrambles champ Rodney Smith would not fare much better than Andrews, losing the front end of his Suzuki before entering the woods for the first time, less than half a mile into the event.

"We came out in the big grass field and I just went by Plessinger and the front end washed out and I went down. My knee was hurting real bad, and my side."

Smith would forge onward but decided to call it quits during the second lap.

"I finished the first lap but starting into the second lap I got my bike stuck in the mud and my knee was hurting too bad to go on."

Smith finished out the event in a lawn chair, while icing down his injured knee.

First to appear from the woods at the

completion of lap one was Summers with a comfortable 15-second lead. Hatch had dropped to second, followed by Suzuki teammate Edmondson an equal distance back, who was followed by Plessinger, Sport Cycle Racing/Yamaha's Duane Conner, Smith, Dahners and North Carolina's Steve McSwain, on a Honda. The field was separated in near equally timed intervals, the top 10 all riding by themselves at this point.

Plessinger would soon pass Edmondson for third position, displacing "Eddy" to fourth, where he would eventually finish. The top three positions belonged to Summers, Hatch and Plessinger and the trio would swap the lead numerous times over the course of the next five laps.

Running securely behind Edmondson in fifth position after three laps, Conner experienced trouble in the pits that took him out of the day's running.

"After I gassed, the bike quit and wouldn't run," Conner said. "I'm not sure what it (the problem) was."

(Left) Steve Hatch was the early lead but would have to settle for third at the finish.

(Left) Jason Dahners rounded out the top five overall. (Right) Paul Edmondson avoided any major mishaps and finished up a conservative fourth.

Making it just beyond the pit area, Conner pushed his lifeless Yamaha back to his pit.

"I drained the gas and put new gas in and it ran again."

Unfortunately, Conner had lost too much time to rejoin the fray.

Hatch had assumed the lead by race's midpoint, holding a five-second advantage on Summers. With Plessinger making up considerable time on the lead duo, Summers' problems began on lap four. As spectators awaited the arrival of the leaders at a creek jump/spectator point located two miles from the pit area, Hatch flew by in the lead with Plessinger just off of the point position. Summers' silent Honda soon coasted into view, out of fuel.

"Luckily, there were some people there and they had a quad. They turned the quad upside down and put some gas in a cup. Barry Hawk (a quadcycle champion) helped me out, and Mike Penland. I knew I only lost, maybe, a couple of minutes so I thought, if I just kept charging, maybe those guys would get tired. I just put my head down and went to work".

Work he did, overcoming a two-minute deficit to eventually rejoin the lead battle. Plessinger had overtaken Hatch for the lead and the two raced fender to fender, swapping the top position back and forth on laps five and six. Hatch said of the see-saw battle, "We just had some different lines and we were having a great time out there. You know, I could see that Scott Summers was coming but it wasn't really worth pushing too hard. I knew that it was gonna come down to the last lap with the three of us."

Hatch's estimation proved correct. By the time the race entered the seventh and final lap, it was Plessinger with one second on Hatch and Summers just 11 seconds behind and charging. In fourth trailed the Suzuki of Edmondson, now a minute and a half back.

Hatch saw his winning chances disappear on the final circuit when a crash damaged his steering damper.

"I messed up," Hatch said. "About six miles from the end I hit a tree head-on and it messed up my steering damper, so I couldn't turn right very well at all. I just kind of cruised in (after that)."

Hatch would finish out his ride in third.

Wheel to wheel for the lead now were Summers and Plessinger, riders well acquainted with battling each other for GNCC glory. Plessinger has a reputation for pulling out all of the stops in the final seconds of a race, whether he and his KTM are together or not and this one was shaping up to be a classic finish.

With only two miles to go, it was reported that Plessinger and Summers had tangled, leaving Plessinger on the ground. Up and away, the KTM rider had nearly a mile of hidden woods and a grass track to make up his now 20-second deficit. He did make up most of the time necessary but not enough for the victory, leaving Summers to take his first GNCC win of the season with a scant two-second cushion.

"When I saw the white flag I think I was maybe five seconds behind Scott and Steve, so I knew I'd made it this far, I'd better win this race now," Summers said.

Concerning the contact that put him down with victory still within his grasp, Plessinger said, "I went to pass a lapped rider in the way and, when I went by him, a stick grabbed me and pulled me off the back of the bike. I got a little out of shape and Summers went by me and hit my handlebar."

The former National Champion, Plessinger, was not about to concede the victory at that point, though, adding, "I reeled him back in. About a quarter mile from the finish I wanted to make a pass on him over here in this woods section, but I was just a hair too short".

Disappointed with second after coming so close to victory but still gracious in defeat, Plessinger admitted that was not the only time during the course of the day that he found himself "out of shape."

"I've been out of town for a month and haven't been able to train the way that I do when I'm at home," Plessinger. "My legs got tired with two laps to go and I made a few mistakes. That's when Scott (Summers) caught me. This is the first time all year that I've really gone all-out for three hours."

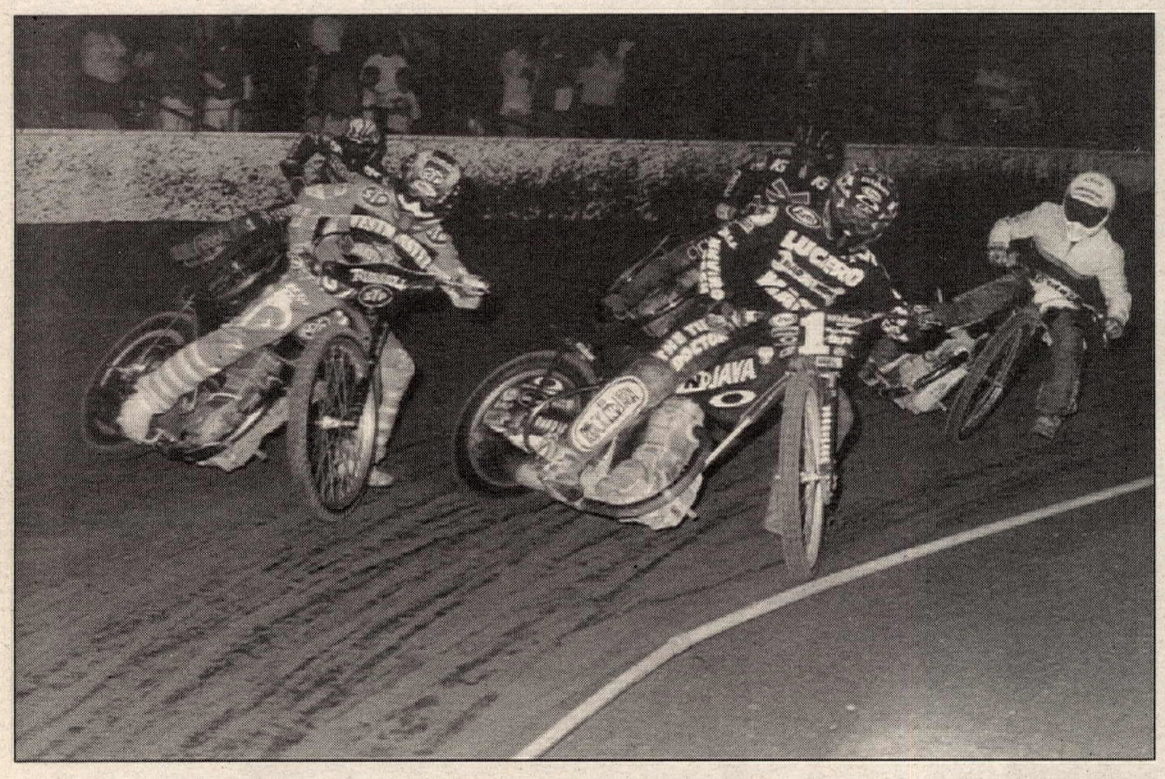
Summers also reflected on the conditioning that was necessary to take the win. "I had confidence going in that I could ride that motorcycle as fast as I could ride for three hours and that's pretty much what I did," Summers said. "I didn't want to have to do that but then I had problems with the gas. I'm going to thank my trainer when I get home."

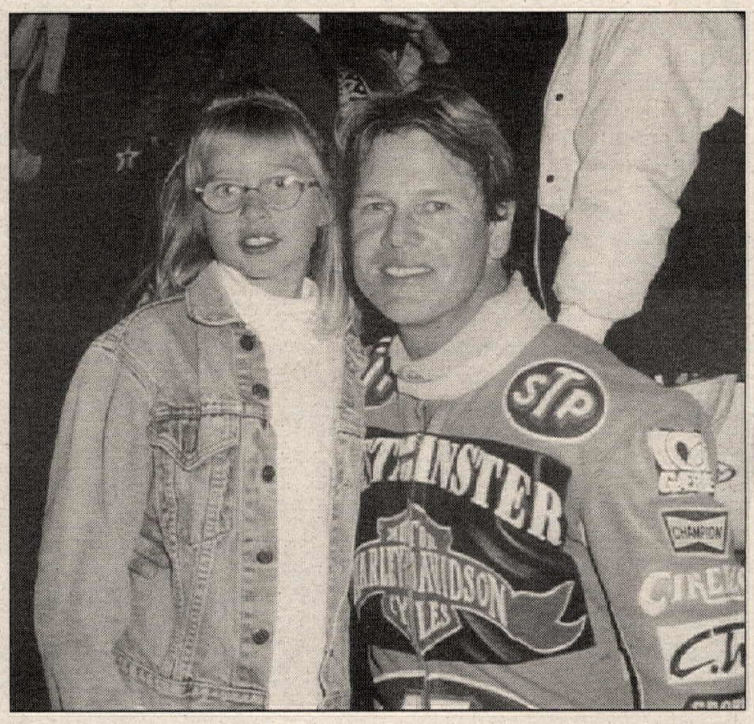
Behind Summers, Plessinger, Hatch, Edmondson and Dahners finished Andrews Yamaha's Jimmy Jarrett in sixth overall. Jarrett, last year's 200cc A series champion, won the day's 250cc A victory and pulled down his top 10 overall placing after starting dead last in class and working through the pack. Vet A competitors Tom Carson and visiting Czechoslovakian Jan Hrehor finished in seventh and eighth overall, respectively. Steve McSwain, sixth placing AA rider, took home ninth overall, followed by Vet A Tim Shephard in 10th. CN

Cross Anchor GNCC
Cross Anchor, South Carolina
Results: March 23, 1997 (Round 3 of 13)

O/A: 1. Scott Summers (Hon); 2. Scott Plessinger (KTM); 3. Steve Hatch (Suz); 4. Paul Edmondson (Suz); 5. Jason Dahners (KTM); 6. Jimmy Jarrett (Yam); 7. Tom Carson; 8. Jan Hrehor; 9. Steve McSwain; 10. Tim Shephard.

Schwartz's six-pack





(Left) Bobby Schwartz (left) rode the outside line to narrowly defeat reigning U.S. National Champion Steve Lucero and claim the sixth Spring Classic title of his 24-year career.

(Above) Schwartz celebrated the victory with his number-one girl, daughter Annemarie.

By Scott Rousseau
Photos by Bob Jones

There was a time when picking Bobby Schwartz to win the Coors Light Spring Classic at Costa Mesa Speedway was a no-brainer - just look at the books. The former two-time World Pairs and two-time U.S. National Champion was the man to beat at the fabled Southern California speedway season opener from 1986-90.

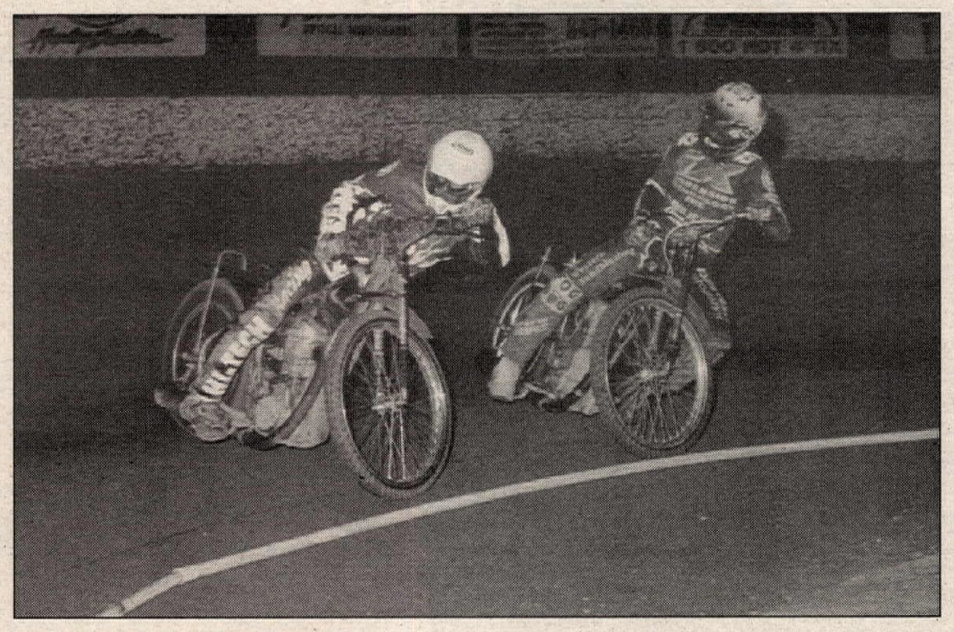
Seven years later, he is again.

Schwartz, 39, more than showed his Spring Classic brilliance of old before 6000 fans at the 29th running of the event to claim his sixth Coors Light Spring Classic title. In one of the most exciting Scratch feature races seen at Costa Mesa in recent years, he just beat reigning U.S. National Champion Steve Lucero back to the stripe at the end of the frantic four-lapper to earn the title. Ironically, the last time that Schwartz won it, he was wearing the number one himself.

"I like this," Schwartz said. "I really didn't know how I was going to do tonight. I haven't really been riding speedway. I stayed home from my Australian and New Zealand tours this year because I bought a new house. I'm happy. I'm excited. I really didn't have that much confidence."

What Schwartz lacked in confidence, he more than made up for with quick starts and riding technique on a tricky Costa Mesa oval that did offer outside grip to anyone brave enough to risk track position in search of it.

Lucero started off the scratch program with a heat win in event 11 as he gated Robert Pfetzing, Pat Linn and Craig Furman and sped off to victory. Pfetzing followed Lucero home for the transfer to the semis. Schwartz followed suit as he grabbed heat 12 while being pursued by Shawn McConnell. Andy Northrup took a win over Brad Oxley in heat 14 as both riders advanced, and three-time and defending event winner Mike Faria took care of business in the final scratch heat with Ed Castro finishing second and moving up the ladder.



Rick Pearce started his first division career off in style by holding off veteran Shawn McConnell to win the Handicap feature.

The semis and the last chance qualifier set the field for the heads-up, five-man four-lap Spring Classic feature, and the races were telling indeed. The first semi pitted heavy hitters Schwartz, Lucero and Oxley with the champion taking a surprising back seat to winner Oxley and Schwartz. Pfetzing got an excellent gate in the second semi, towing Northrup along with him, while Faria, like Lucero, floundered in the back, desperately trying to get past both Northrup and Pfetzing. It wasn't to be.

Things got better for Lucero and worse for Faria in the last chance as Lucero got back on pace with a lightning-fast victory. Faria's night, however was practically over after the first turn, where he got the holeshot from gate three but bobbled just enough to let Lucero get underneath and pull away. It was a disappointing finish for the 40-year-old who will spend his year back in California after a two-year stint overseas in the British Premier League.

"I'm bummed," Faria said. "Things just didn't work out. My bike still has the same setup on it from the National last year. I should have changed the timing. I'm just a little rusty. I should have practiced. I ain't a spring chicken anymore. It won't be like this on opening night!"

When the riders rolled to the line for the Spring Classic main event, Pfetzing lined up on the pole with Lucero to his immediate right. Northrup was in gate three while Schwartz occupied gate four and Oxley was against the wall in five. When the tapes went up Schwartz appeared to get the drop on the rest of the field, but Lucero was there to meet him when the field hit turn one and the champ forced his longtime nemesis wide to the dirt line as they came off turn two side by side. Schwartz's chances appeared to be spoiled, but he got a huge drive as he hung his GM out against the wall to rocket back into contention with Lucero down the back straight. Meanwhile, Pfetzing had pulled out on Oxley and Northrup and set himself up in a great position to watch the battle ahead of him. Pfetzing would wind up third.

"That was the fastest main event I've ever been in here at Costa Mesa - I swear," Pfetzing said. "The momentum just kept building. It was a good race. I kept thinking that I was going to get one of those guys up front, because you always figure that the inside guy will go after the outside guy. If Steve would have gotten Bobby, then I would have gotten Bobby. There was good dirt out there, but it was just too far out there."

Apparently not for Schwartz. The lead battle continued with Lucero again keeping Schwartz on the outside. But Schwartz got hold of the track time and again to shoot up the front straight before pulling around Lucero in one and then drifting across the groove back to the outside off turn two. Lucero clung to the pole and the pair continued their high-speed ballet for almost three laps before Schwartz finally got the slight edge he would need with a big drive off turn two just before the lead duo took the white flag. Lucero never gave up, but when they fell under Jerry King's checkered flag Schwartz just beat the champion to the line as the crowd roared its approval.

"Second - I'm changing my number to two!" Lucero said in mock anger. "The track was in really good condition. I just tried a little too hard. I couldn't really chase Bobby because of the line he was running. I got out of the gate good, but it drove me just a little too deep into the corner and I couldn't get my momentum going. But hey, that's what speedway is all about."

"If the track hadn't been as good as it was, there would have been no way that I could have pulled that off," Schwartz said of his inside-outside riding technique. "I was just hoping that I could get some momentum going. I knew that when I got that really good shot off turn two on lap three that I was going to be okay. It was nice to be able to do that. If I hadn't, who knows how much longer it would have been before I won again? I just wish we had more races each week. After 24 years, this is still fun."

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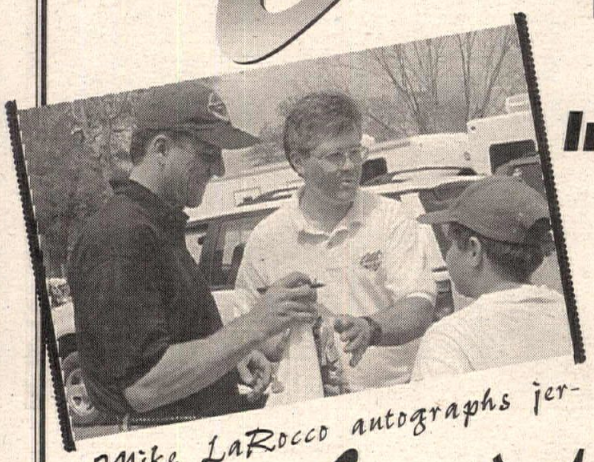
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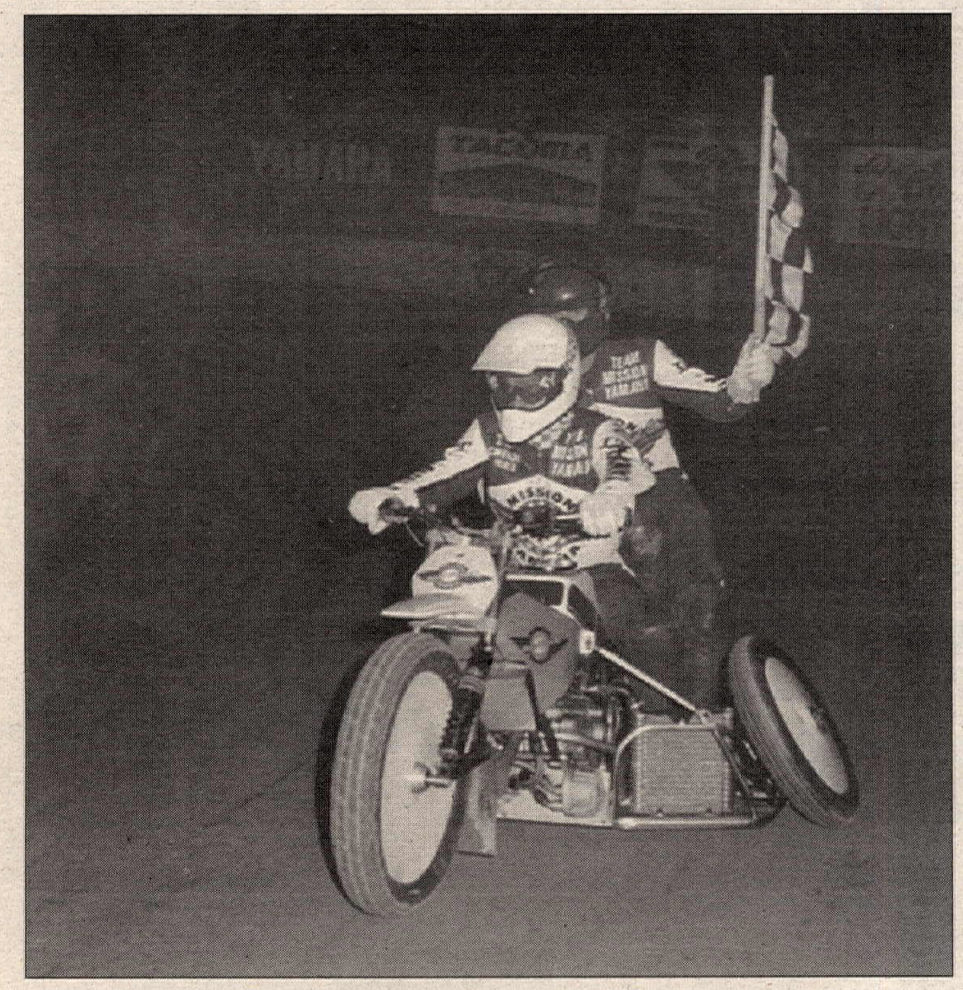

(Above) Too tough team: Rider John Matherson and swingman Scott Cole bulled their way to the win in the Sidecar main event.
(Left) Bryan Thompson (right) survived several restarts to earn the Support class main event.

In other racing action, Bakersfield rider Rick Pearce piloted a Jawa to his first division-one main-event victory as he grabbed the lead after the first lap and held off a very determined Shawn McConnell to take the eight-man, eight-lap Handicap main-event win. Pearce started off the 20-yard line and displaced Brian Pappalardo in turns one and two on lap two to take the lead while McConnell worked his way up from the 40 with Lucero and Oxley in tow from the 50. Pearce somehow broke the spell that Costa Mesa has on its rookie riders by managing to cling to the pole despite McConnell's typically excellent effort to dethrone him, and when all was said and done, Pearce had the victory.

"I think we went 15 laps," Pearce joked. "There was a lot of pressure out there. This is my first year in first division, and I came to try and win, but there was a lot of pressure with these guys. They've been doing it for years and years. If you don't stay on the pipe here, they'll go right by you."

The sidecar main event came down to a shootout between the potent rig of Dwayne Carmont and Richard Talling, and perennial Mission Yamaha favorites John Matherson and Scott Cole. Carmont and Talling got the gate, but Matherson and Cole waited for less than a lap before plowing their way by in turn three of the clockwise-run course and running off with race.

"Starting off against the wall is not the easiest thing to do" swingman Cole said. "But we got a good start. Winning is never bad."

"We had to scoop 'em out of the way," Matherson said. "With that particular team you have to ride aggressive. We're happy. It's a good start to the season."

Bryan Thompson led every lap of the Support main, which was slowed by several restarts due to crashes. Once underway, Thompson was never headed en route to the first Support feature win of the year. CN

Orange County Fairgrounds
Costa Mesa, California
Results: March 22, 1997

SCRATCH: 1. Bobby Schwartz (GM); 2. Steve Lucero (Jaw); 3. Robert Pfetzing (GM); 4. Andy Northrup (Jaw); 5. Brad Oxley (Wes).

HDCP: 1. Rick Pearce (Jaw); 2. Shawn McConnell (Gdn); 3. Steve Lucero (Jaw); 4. Brad Oxley (Wes); 5. Bobby Schwartz (GM); 6. Robert Pfetzing (GM); 7. Pat Linn (Wes); 8. Brian Pappalardo (Wes).

SIDECAR: 1. John Matherson/Scott Cole (Yam); 2. Dwayne Carmont/Richard Talling; 3. Bob Brayton/Parke Weaver; 4. Chris Chapman/Mike Morrow.

SUP: 1. Bryan Thompson (Jaw); 2. Randy DiFrancesco; 3. Steve Donovan; 4. David Lynch; 5. George Fox; 6. Mike Reed.

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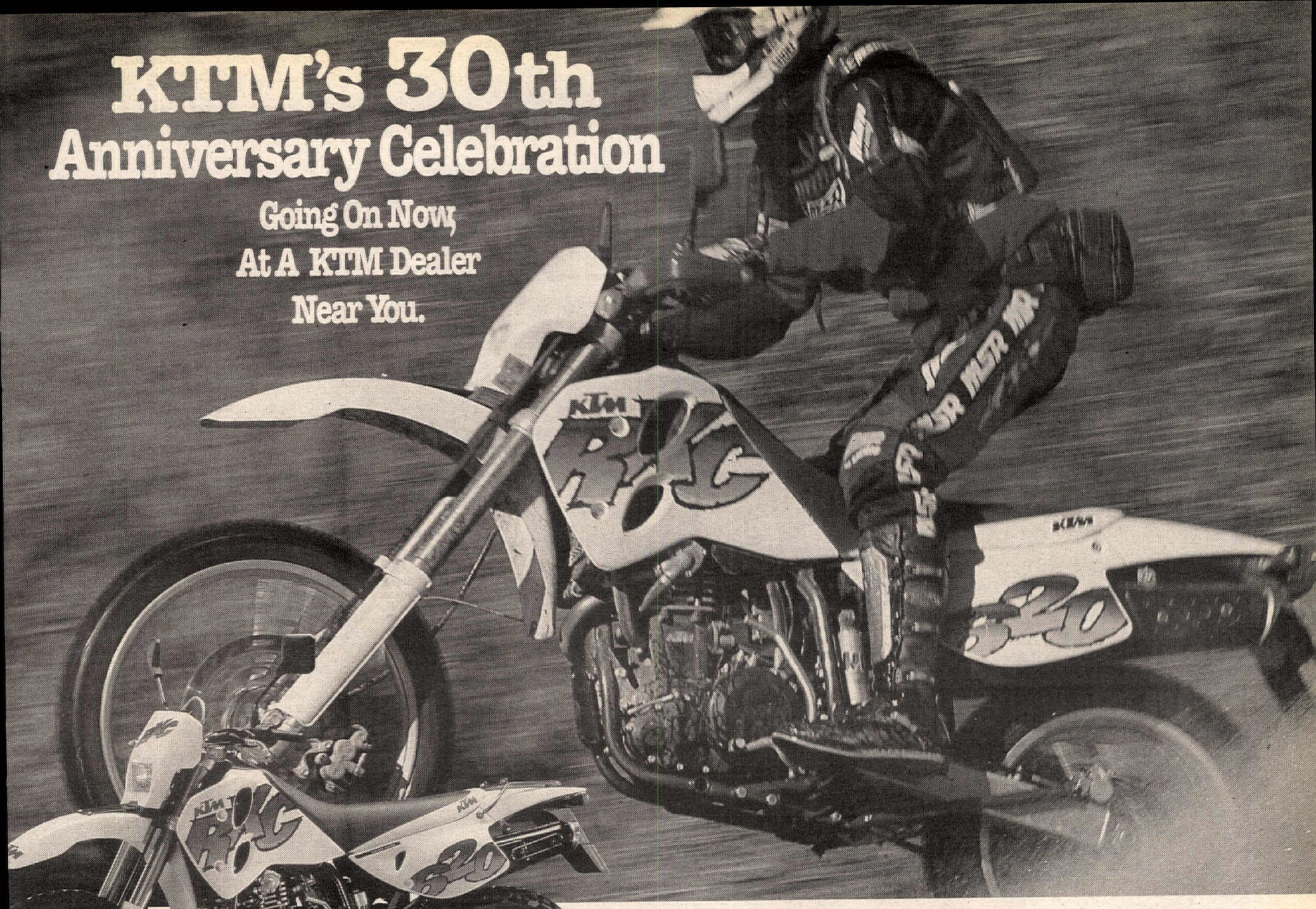

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Blackwell wins the Moonshine HS

Mike Sampson got it together after a troubling first lap to take second overall at the Moonshine HS in Cadiz, Kentucky.

By Paul Michaels

CADIZ, KENTUCKY, MAR. 23

Sport Cycles Racing/Answer's Doug Blackwell snagged top honors at the Moonshine Hare Scrambles in Cadiz, Kentucky, when he powered his Yamaha to a last-turn pass to take top honors at round 10 of the Mid-South Winter Hare Scrambles Series.

The Moonshine Hare Scrambles, laid out by racemasters Bob and Steve Thomas and the Western Kentucky Trailriders incorporated a mix of nearly every type of terrain. The course contained everything from a mile-long creek bed to short, steep hills and faster-than-normal woods trails on which nearly everyone agreed was one of the best runs to date.

Team Green/Perry's Kawasaki's Mike Morris got things started off as he shot to an early lead and continued out front until he overshot a turn at about the five-mile marker on the 7.2-mile course. Blackwell was there to seize the moment and take control of the race, as he led at lap's end. Morris held second, while Sportcycle KTM's Mike Cornett was in third. Sarge's Cycles Robert Patterson moved his Suzuki up to the fourth spot, and Mike Sampson, another Team Green rider, checked in fifth after a frustrating first lap.

"I was really frustrated after the first lap," Sampson said. "Every time I would get going and things started to click, I would hit something and fall or screw up, but after that first lap things went a whole lot better."

Blackwell continued out front through the second of six laps. Morris developed a rear flat on the first lap and signaled to his pit crew. He rode the second lap on the flat and then pitted at the end of lap two. Cornett continued in third as Sampson was on the gas and moved past Patterson to check in at lap's end in fourth. Blackwell rode out front unchallenged through the third lap.

Sampson, on the other hand, was on the go and moved his Kawasaki past Cornett to take over the second spot. Patterson moved up to fourth, while Indiana's John Maschino on his Great Dave's Performance Motorcycles moved his new TM into the top five in fifth.

Blackwell held onto to about a 30-second lead over Sampson at the beginning of lap four, but by lap's end Sampson was up to his rear wheel and applying pressure. Cornett still had third while Patterson hung in there in fourth, and Morris was back on the gas and by lap's end displaced Maschino for fifth.

Sampson shot into the lead about halfway through the lap in the creek section and continued out front. Blackwell came in second at lap's end, while Morris was on a mission of his own and into third. Patterson held onto fourth as Cornett dropped back to fifth.

Sampson continued out front as he blazed through the last lap in the lead until about a mile from the finish when he encountered lapped riders and Blackwell caught and passed him. Sampson retaliated a couple of turns later and held the lead up to about 200 feet from the checkered flag, when a couple slower riders balked his charge. Blackwell came roaring up and banzaied through the trees and into the lead. Sampson was left in disbelief as he saw his charge to the finish fall just two turns short.

"Sampson hasn't got anything to be ashamed about," Blackwell said. "He rode one heck of a race coming all the way from last on the first lap. I just had to win this one to keep my championship hopes afloat."

Morris came in a respectable third after his charge from way back and Cornett put a move on Patterson just a few turns from the finish to take fourth.

With this being the second-to-the-last round of the series, many class championships were finalized after race's end.

Kentucky's Scott Martin was one of the champions as he put his big-bore Kawasaki in the winner's column once again in the Vet A action. Indiana's Robert Kirschner powered his Thompson's Motorsports Suzuki to runner-up honors.

Tony Hendon proved once again he still has National-caliber qualities as he moved from the Vet A class to the 250cc A class this year and won all but one race to date to take the 250cc A class championship on his Suzuki of Paris RMX. Wade Perry of Perry's Kawasaki improved on his riding skills all series long to take a respectable second in the class.

Roger Hendon was not to be outdone on this day by his younger brother as he took top honors on his Bob's House of Honda XR400 in the Four-Stroke B class.

Todd Boone outdistanced the competition in the Four-Stroke A class, while only seven seconds separated Honda-mounted Eddy Taylor, Cody Maxwell on his KLX and Mark Hosbach on his H&H Husaberg.

Moonshine Hare Scrambles
Cadiz, Kentucky
Results: March 23, 1997 (Round 10)

O/A: 1. Doug Blackwell (Yam); 2. Mike Sampson (Kaw); 3. Mike Morris (Kaw); 4. Mike Cornett (KTM); 5. Robert Patterson (Suz).

OPEN A: 1. Phillip Barker (Hon).

250 A: 1. Tony Hendon (Suz); 2. Steve Gordon (Kaw); 3. Wade Perry (Kaw); 4. Lance Smith (Yam); 5. Chris Hicks (KTM).

200 A: 1. Mike Sanders (Kaw); 2. Kevin Creekmur (Yam); 3. Justin Meyers (Kaw); 4. Clint Robinson (Kaw).

VET A: 1. Scott Martin (Kaw); 2. Robert Kirschner (Suz); 3. William Short (Hon); 4. Rob Stephens (Hon); 5. Gary Copeland (Suz).

SR A: 1. Billy Hall (Yam); 2. Paul Michaels (ATK); 3. Mike Jobe (Hon); 4. Clyde Schmidt (KTM).

4-STRK A: 1. Todd Boone (Hon); 2. Eddy Taylor (Hon); 3. Cody Maxwell (Kaw); 4. Mark Hosbach (Hsb) 5. Rod Thurley (Hon).

OPEN B: 1. Robert Lich (Kaw); 2. Timmy P'Pool (Kaw); 3. Stewart Lich (Kaw); 4. Tony Rodriguez (Kaw); 5. Charles Wheeler (KTM).

250 B: 1. Paul Allen (Yam); 2. Scott Meredith (Kaw); 3. Rod Lyonhurst (Hon); 4. Josh Scott (Kaw); 5. Johnny Griggs (Suz).

200 B: 1. Thomas Campbell (Kaw); 2. Ronald Skipper (Kaw); 3. Heath Robinson (Kaw); 4. Mark Barton (Kaw); 5. Kenneth Luttrell (Kaw).

125 B: 1. Scott Turner (Kaw); 2. John Glaus (Kaw); 3. Jim Bates (Kaw); 4. David Clark (KTM); 5. Kyle Peacock (Kaw).

VET B: 1. Whitley (Kaw); 2. John Hamilton (Yam); 3. David Zanet (Yam); 4. Kelly Working (Kaw); 5. Kip Haynie (Yam).

SR B: 1. Larry Still (Hon); 2. Tommy Todd (KTM); 3. Chuck Rhoten (KTM); 4. Thomas Carter (KTM); 5. Ronnie Hackett (Suz).

4-STRK B: 1. Roger Hendon (Hon); 2. Marty Michels (Hon); 3. David Dougherty (Hon); 4. Aaron Davis (Hon); 5. Billy Morton (Hon).

S/R: 1. David Pierce (Yam); 2. Don Rye (Hon); 3. Guy Anderson (Yam); 4. John Friedli (Kaw); 5. Lonnie Watson (Hon).

250 OPEN C: 1. Tracy Dean (Yam); 2. Chad Hollis (Kaw); 3. Bryan Lee (Yam); 4. Darrell Blankenship (Yam); 5. Trent Asahby (Suz).

0-200 C: 1. Allen Murphree (Kaw); 2. Alan Westerfield (Kaw); 3. William Young (Kaw); 4. Jeff Underwood (Kaw); 5. Ronnie Frost (Kaw).

BEG: 1. Fred Darnell (Kaw); 2. Carl Chapman (Hon); 3. Dustin Gibson (Yam).

AHRMA Speed & Sport National MX/Trials Series Rounds 2/3

AHRMA visits Valley of the Sun

By Matt Hilgenberg

PEORIA, AZ, MAR. 8-9

Could there be a nicer place in March than the Valley of the Sun? Phoenix hosts baseball spring training, Indy-type car testing, and now

American Historic Racing Motorcycle Association (AHRMA) racing. Promoter David Boydstun - along with an impressive crew of volunteers - hosted round two of the AHRMA Speed & Sport National MX Series and round three of the Speed & Sport National Trials Series at Canyon Raceway, just north of Phoenix.

Saturday's motocross featured a fun track with altitude changes, a variety of turns, plenty of jumps, 80-degree temperatures and enough sun to please even the Chamber of Commerce. A free-to-everyone barbecue was held Saturday evening, then Sunday's trial saw more of the same weather, and some of the trickiest sections ever thrown at AHRMA competitors.

MOTOCROSS

Over 180 entries from 13 states and Canada tackled the Canyon course, producing some great racing. In 500cc Expert, Greg Carter took the overall without winning a moto. In the first go-around, a four-way battle for supremacy ended with Mike Halpin finishing just a few lengths ahead of Yamaha-mounted Ed Zornes and Carter. Rick Price came home fourth, just ahead of Rick Hudson. With the exception of Zornes, all the front-runners were Maico-mounted.

Moto two saw soft-terrain specialist Hudson come to terms with the hard-packed circuit and earn the win over Carter, Zornes and Halpin. Overall, the order read Carter, Zornes and Halpin.

Zornes came back to post a 1-1 tally in Over 40 Experts, a class which has evolved into being one of the toughest in AHRMA MX competition. Halpin was second, with BSA B50 rider Robert Poole third.

Californian Ken Markling rode his bolt-together Husky 360 to the Classic 500 Intermediate victory, with Colorado's David Van Stelle emerging in second aboard a Ducati 450 RT. Montesa Cappra rider Ken Lusk finished up third.

An entire gang of McMinn family members raced, and Tom McMinn won the Over 30 Novice class aboard a Suzuki. Second both times out was Glenn S. McMinn, while 3-4 finishes earned J.W. Carver third overall.

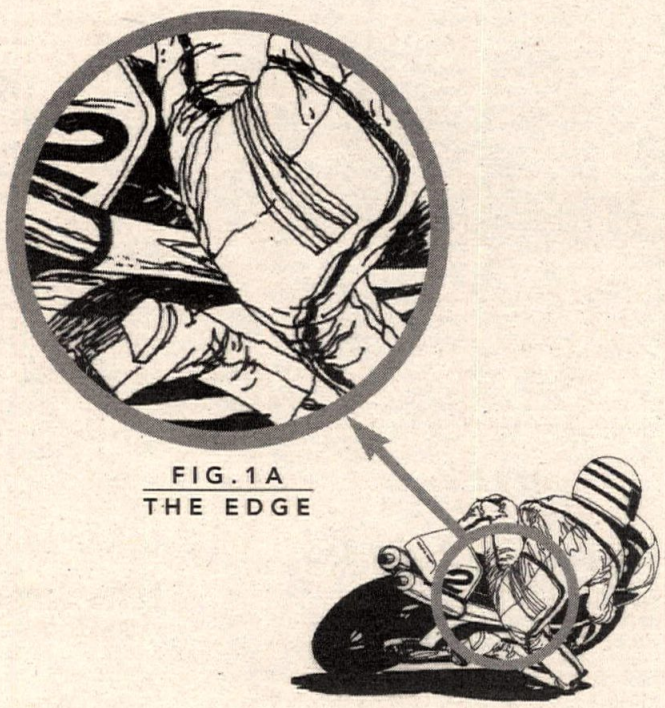
TRIAL

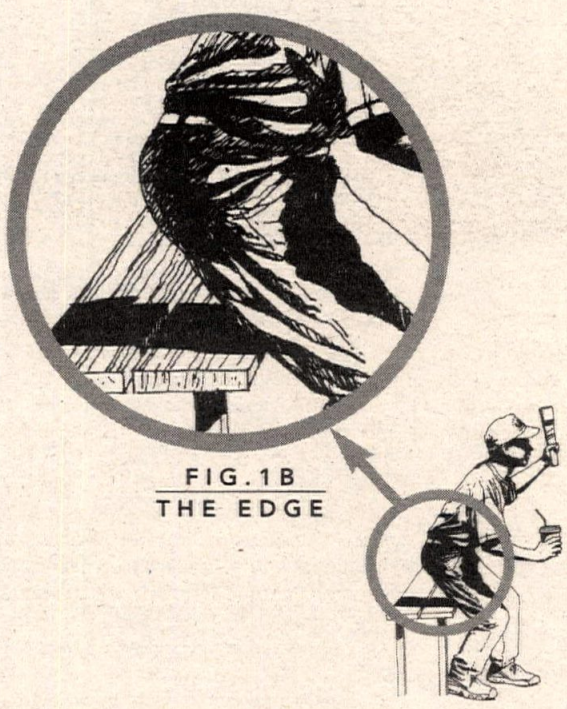
Trialmaster Jared Bates threw some tight turns and off-cambers at riders during Sunday's event, which featured eight sections ridden four times each. Every section could be cleaned, but nobody was able to do all of them on every loop.

New Mexico's Howard Watts took the Beginner victory, losing just a single dab during the day; Leland Loper was second with a five.

Rich Yamane had a good ride in win-

Utah's Robert Borg flew his Ossa Stiletto to third in Classic 250cc Expert, and backed that up with a runner-up finish in Classic 125cc at round two of the AHRMA Speed & Sport National MX Series in Arizona.





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Charlie Keplinger (37) and Wes McCoy (355) battle for the lead in the 250cc B class at the MegaSeries opener in Blountville, Tennessee.

ning Modern Classic Novice, his nine points underscoring the 14 lost by Dennis Thompson. Just one point further back was Barbara Martin, who tied with Kevin Kelley for third.

An impressive ride was turned in by Ryan Dickson, who with 14, had half the points of runner-up Tommy Moore in Modern Classic Intermediate. Jeff Latimer was a close third.

The same 14- vs. 28-point finish could be found in Premier Lightweight Novice, where Don Kelley, riding a borrowed Triumph Cub, defeated Roger Brophy's Greeves. Behind Brophy, Bob Bergener was third with 33 points lost.

Canyon Raceway
Peoria, Arizona
Results: March 8-9, 1997

Motocross

PREM L/W NOV: 1. David Chrone (Par).

PREM L/W INT: 1. Wayne Rantz (Hon).

PREM L/W EX: 1. Matt Hilgenberg (BSA); 2. Gary Davis (Hon).

PREM 500 NOV: 1. David Chrone (Duc).

PREM 500 INT: 1. Jerry Rewerts (BSA); 2. Nelson Burrell (Mat).

PREM 500 EX: 1. Robert Poole (BSA); 2. Brian O'Connor (Duc).

PREM OPEN TW INT: 1. Nelson Burrell (Kaw).

CLSC 125 NOV: 1. Paul Shoen (Ric); 2. Ike Winchell (Mnk); 3. Janet Borg (CZ); 4. Howard Watts (Pen).

CLSC 125 INT: 1. Ryan Dickson (Hod); 2. Jim Keeton (CZ); 3. Mark Hayzlett (Yam).

CLSC 125 EX: 1. Mark Arsenault (Hus); 2. Robert Borg (CZ); 3. Gary Davis (Hon).

CLSC 250 NOV: 1. Eugene Crawford (AJS); 2. Phil Grundy (Oss).

CLSC 250 INT: 1. Jerry Brown (AJS).

CLSC 250 EX: 1. Robert Poole (BSA); 2. John Le Fevre (Hus); 3. Robert Borg (Oss).

CLSC 500 NOV: 1. David Dean (BSA); 2. Michael Haracourt (Ric-Tri); 3. Chris Reed (Mon); 4. Ike Winchell (Ric-BSA).

CLSC 500 INT: 1. Ken Markling (Hus); 2. David Van Stelle (Duc); 3. Ken Lusk (Mon); 4. Chad Anema (Duc); 5. Richard Yelkin (BSA).

CLSC 500 EX: 1. John Le Fevre (Hus); 2. Brian O'Connor (Hus); 3. John Scott (Tri).

125 NOV: 1. Mike Neal (Hon); 2. Mark Pape (Suz); 3. Chris Frei (Yam).

125 INT: 1. Kirk Barnett (Hon); 2. Zach Blazek (Yam); 3. Dick Isherwood (Hon).

125 EX: 1. Howard Rantz (Hon); 2. Joe Crippen (Hon).

250 NOV: 1. Wayne McMinn (Hon); 2. Jeff O'Brien (Bul); 3. Mark Pape (Mai); 4. Mike McGough (Mai); 5. Bob Egan (Hon).

250 INT: 1. Don Adams (Hon); 2. Tom Seagroves (Pen); 3. Kirk Barnett (Hon); 4. Zach Blazek (Hon); 5. Bob Bergener (Hus).

250 EX: 1. Joe Crippen (Hon); 2. Randy Lewis (Oss); 3. Edwin Sims (Hon); 4. Darren Curtis (Suz); 5. Gary Neff (Kaw).

500 NOV: 1. Bill Staley (CZ); 2. Clint Welsh (Mai); 3. Mike Neal (Hus).

500 INT: 1. Bill Patton (Mai); 2. Tom Bridgess (Mai); 3. Ryan Dickson (CZ); 4. Chad Anema (Duc); 5. Stanley Trulock (Hon).

500 EX: 1. Greg Carter (Mai); 2. Ed Zornes (Yam); 3. Mike Halpin (Mai); 4. Rick Hudson (Mai); 5. Rick Hinchliff (Yam).

OPEN TW NOV: 1. Cliff McGaughey (Yam); 2. Alston Neal (Tri).

OPEN TW EX: 1. David Lindeman (Yam).

WMN INT: 1. Janet Borg (CZ); 2. Deborah Poole (CZ).

30+ NOV: 1. Tom McMinn (Suz); 2. Glenn McMinn (Hon); 3. J.W. Carver (Hon); 4. Jerry Morrison (Hon); 5. Eugene Crawford (AJS).

30+ INT: 1. Don Adams (Hon); 2. Tom Seagroves (Pen); 3. Fred Bates (Hon); 4. Roy Kaminske (Hon); 5. Bill Patton (Mai).

30+ EX: 1. Greg Carter (Mai); 2. Rick Hudson (Mai); 3. Rick Price (Mai).

40+ NOV: 1. Joel Witte (CZ); 2. Fred Brown (Oss); 3. Jeff O'Brien (Bul); 4. Mike McGough (Mai); 5. Kevin White (Hus).

40+ INT: 1. Jeff Greenberg (Hus); 2. Robert Spicer (Ric-BSA); 3. Preston Cooper (CZ); 4. Tom Bridgess (Mai); 5. Mark Nelson (Mai).

40+ EX: 1. Ed Zornes (Yam); 2. Mike Halpin (Mai); 3. Robert Poole (BSA); 4. Gary Neff (Kaw); 5. John Le Fevre (Hus).

50+ NOV: 1. Chuck DeRan (Yam); 2. R. Glenn McMinn (Mai); 3. David Dean (CZ); 4. Phil Grundy (Mon); 5. Bill Staley (CZ).

50+ INT: 1. Jim Keeton (CZ); 2. David Metz (CZ); 3. Jerry Rewerts (CCM); 4. Lawrence Lucia (CZ); 5. Richard McCormick (Hon).

50+ EX: 1. John Scott (Tri).

60+ NOV: 1. Bill Staley (CZ); 2. Bruce Cornell (Suz); 3. Frank Walls (Pen); 4. Norm Blackmer (Kaw).

60+ INT: 1. Richard McCormick (Hon).

Trial

PREM H/W NOV: 1. Steve Martin (Mat).

PREM H/W INT: 1. Gary Davis (R-E) 36; 2. Clint Welsh (AJS) 73.

PREM H/W EX: 1. Matt Hilgenberg (R-E) 20,

PREM L/W BEG: 1. Jerry Rewerts (BSA) 3.

PREM L/W NOV: 1. Don Kelley (Tri) 14; 2. Roger Brophy (Gre) 28; 3. Bob Burgener (Tri) 33.

PREM L/W INT: 1. Evan Wilcox (BSA) 42.

CLSC INT: 1. Robert Borg (Sar) 47.

CLSC EX: 1. Shan Moore (Was) 47.

MDRN CLSC BEG: 1. Howard Watts (Mon) 1; 2. Leland Loper (Bul) 5; 3. David Dean (Oss) 7.

MDRN CLSC NOV: 1. Richard Yamane (Yam) 9; 2. Dennis Thompson (Oss) 14; 3. Barbara Martin (Yam) 15; 4. Kevin Kelley (Yam) 15; 5. Harold Heitmiller (Mon) 19.

MDRN CLSC INT: 1. Ryan Dickson (Mon) 14; 2. Tommy Moore (Was) 28; 3. Jeff Latimer (Hon) 29; 4. Ted Mink (Yam) 40; 5. Darren Curtis (Yam) 41.

Big turnout for MegaSeries Motocross opener

By Barbara Williams
Photos by Loren Williams

BLOUNTVILLE, TN, MAR. 9

Over 750 riders swarmed to Muddy Creek Raceway for Dunlop Day and the opening round of the AMA USA MegaSeries.

The sheer number of entries made multiple class wins difficult, but not impossible, as proven by Yamaha of Kingsport's Kevin Walker, who claimed top honors in the 125 and 250cc A and Over 25 A classes. And there was also Team Green's Jeff Gibson who owned the Schoolboy and 125cc B divisions; and Daniel Tesh who dominated the 250cc B and Unlimited Amateur.

A class newcomer Jon Boruff and Josh Demuth traded 125cc A-class holeshots, but it was Walker who led the way when it was most important - at the checkers, in both motos.

Most of the close racing action took place behind Walker involving such riders as Demuth, Boruff and Jim Chester. These three riders swapped places all day long, and when it was all over, it was Demuth who faired the best, finishing second overall ahead of Chester, Boruff and Shawn Prather, who got in on the action, as well.

Demuth and Chester went at it again in the 250cc A class, but it was Walker who stole the show. Walker led the way but Chester kept his Suzuki in position to pounce if the right situation presented itself, and Chester was joined in the chase by Billy Liles. However, that break Chester was hoping for never came, as Walker roosted to victory.

Walker, Chester and Liles continued their battle in the Over 25 A class, and, once again, the results were the same as before. Walker simply smoked the field.

"I'm glad we had the opportunity to race indoors this winter," Walker said. "to keep in shape and all, but it sure is good to be outside again."

KTM-mounted Daniel Tesh edged out Suzuki pilots Charley Keplinger and Brad Edwards in the Unlimited Amateur bout. Tesh won the first moto and Keplinger the second, but it was Tesh's 1-2 prevailing over Keplinger's 3-1.

Tesh also handled Edwards and Keplinger in 250cc B class, winning both motos.

Team Green's Jeff Gibson took on both the Schoolboy and 125cc B classes and came away a four-moto winner.

Results

50 (4-6): 1. Brandon Large (Cob); 2. Justin Ashburn (Act); 3. Madison Hambright (KTM); 4. Austin Stroupe (LEM); 5. Jordan Shieds (LEM).

50 (7-8): 1. Justin Sipes (Cob); 2. Chase Beck (Cob); 3. Davin Price (LEM); 4. Easton Hankins (KTM); 5. Brett Slater (Cob).

65 (7-9): 1. Michael Ridge (Kaw); 2. Chase Beck (Kaw); 3. Aaron Nations (Kaw); 4. Justin Sipes (Kaw); 5. Christopher Chesnee (Kaw).

65 (10-11): 1. Rob Wooden (Kaw); 2. Chris Todd (Kaw); 3. Alexander Hunter (Kaw); 4. Garrett Meek (Kaw); 5. Brandon Coker (Kaw).

80 BEG: 1. Jason Tucker (Yam); 2. Danny Fields (Kaw); 3. Timothy Horn (Kaw); 4. Billy Peters (Suz); 5. Vince Zuk (Kaw).

JR MINI: 1. Dan Truman (Kaw); 2. Matt Miller (Suz); 3. B.J. Huntsinger (Suz); 4. Joshua Mulligan (Yam); 5. Hutch Lee (Suz).

85 (12-13): 1. William Watford (Suz); 2. Richard Joey Garnes (Suz); 3. Donald McGourty (Suz); 4. Adam Overcash (Suz); 5. Ryan Sipes (Kaw).

85 (14-15): 1. Casey Barnes (Suz); 2. J.R. Carter (Kaw); 3. Jeremy Jett (Yam); 4. Brannon Ferguson (Kaw); 5. Nicholas Warner (Suz).

S/MINI: 1. Hans Neel (Hon); 2. William Watford (Suz); 3. Richard Joey Garnes (Suz); 4. J.R. Carter (Kaw); 5. Brannon Ferguson (Kaw).

SCHBY: 1. Jeff Gibson (Kaw); 2. Ben Riddle (Kaw); 3. Jeff Ryan (Suz); 4. Joshua Capps (Kaw); 5. Hans Neel (Hon).

125 A: 1. Kevin Walker (Yam); 2. Josh Demuth (Suz); 3. Jim Chester (Suz); 4. Jon Boruff (Suz); 5. Richard Prather (Yam).

125 B: 1. Jeff Gibson (Kaw); 2. Jeffery Ryan (Suz); 3. Brad Edwards (Suz); 4. Janie Nicholson (Kaw); 5. Tyler Carr (Yam).

125 C: 1. Aaron Elienburg (Suz); 2. Anthony Nash (Hon); 3. Thomas Epps (Suz); 4. Travis Reagan (Kaw); 5. Brian Young (Suz).

125 D: 1. Matt Ward (Suz); 2. Jeremy Moore (Yam); 3. Brian Booher (Hon); 4. Dallas Norman (Yam); 5. Matthew Marlow (Suz).

250 A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. William Liles (Suz); 4. Jon Boruff (Suz); 5. Josh Demuth (Suz).

250 B: 1. Daniel Tesh (KTM); 2. Chane Shipley (Kaw); 3. Brad Edwards (Suz); 4. Charley Keplinger (Suz); 5. Mitch Ward (Suz).

250 C: 1. Chris Riggins (Kaw); 2. Aaron Ellenburg (Suz); 3. Chad Brown (Kaw); 4. Jay Taylor (Suz); 5. Kevin Black (Suz).

250 D: 1. Jason Eddings (Kaw); 2. David Rudisill (Suz); 3. Jeffery Cox (Hon); 4. Stephen Pritchard (Hon); 5. Josh Wells (Hon).

U/L AM: 1. Daniel Tesh (KTM); 2. Charley Keplinger (Suz); 3. Luke Presnell (Yam); 4. Wesley McCoy (Suz); 5. Eric Leonard (Kaw).

U/L C/D: 1. Travis Reagan (Kaw); 2. Anthony Nash (Hon); 3. Brian Young (Suz); 4. Neil Thompson (Hon); 5. Justin Brooks (Kaw).

25+ A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. William Liles (Suz); 4. Paul Young (Suz); 5. Brian Ashcraft (Yam).

25+ B: 1. Shane Shipley (Kaw); 2. Larry Sparks (Suz) 3. Joshua Dohn (Suz) 4. Rodney Wise (Suz); 5. David Eller (Kaw).

25+ C: 1. Clifford Pierce (Kaw); 2. Jon Tyus (Yam); 3. Kevin Bialock (Yam); 4. David Tucker (Suz); 5. Greg Morton (KTM).

30+ A: 1. William Liles (Suz); 2. Nicky Baker (Suz); 3. Ron Jones (Suz); 4. Paul Young (Suz); 5. Randy Roberts (Suz).

30+ B: 1. Albert Jamie McCoy (KTM); 2. Robert Dale Woody (Hon); 3. Randall Rowe (Suz); 4. Eric McHatton (Suz); 5. Larry Sparks (Suz).

30+ C: 1. David Tucker (Suz); 2. Robert Shepard (Kaw); 3. Eric Cook (Hon); 4. Dennis Scalf (Kaw); 5. Chad Viers (Suz).

35+: 1. Joel Nicky Baker (Suz); 2. Ron Jones (Suz); 3. Kenneth Frankenberry (Kaw); 4. Steve Lewis (Yam); 5. David Farris (KTM).

40+: 1. Ron Jones (Suz); 2. Kenneth Frankenberry (Kaw); 3. Steve Lewis (Yam); 4. Kevin Poole (Suz); 5. Gary Baisden (KTM).

48+: 1. Terrell Welborn (Suz); 2. Tom Lewis (Hon); 3. Ted Shortridge (Suz).

Montoya captures Willow Springs RR

By Eric Vincent

ROSAMOND, CA, MAR. 15-16

Michael Montoya won his second straight Coors Light/Tom Sera Racing Formula Two race during the third round of Willow Springs Motorcycle Club racing activities at Willow Springs International Raceway.

Jack Pfeifer, a racer out of Las Vegas, was the quickest rider off the line followed by Chuck Graves in second and Montoya third. Rounding turn two for the first time, all three riders were dicing for the lead. Exiting the turn, Montoya emerged first on his Michael Montoya Sr.-tuned Yamaha TZ250 with Graves right behind.

At the end of the first lap, both these riders had separated themselves a bit from the rest of the pack. At the same time, Pfeifer was coming under pressure from Steve Teschke for the third place spot. Rounding the long turn eight sweeper on lap two, that dogfight for third was joined by Troy Maturo, who showed a front wheel to Teschke. In response, Teschke turned the throttle and moved around Pfeifer and up into third.

On the next lap, Maturo pushed past both Teschke and Pfeifer, landing himself in the third place spot. Maturo's feat was impressive, as he had started the race on cold tires after missing the warm-up lap. Meanwhile, Montoya had begun to put some distance on Graves in second and several laps later, Graves suddenly began to face a challenge from a charging Maturo.

With only two laps remaining, Maturo closed up on Graves in turn eight, then moved around the inside to take over second. While Graves recovered by retaking second through the first turn, Maturo would not be denied and powered back past Graves several turns later. In the back straight, Maturo opened a gap and held on to finish second behind Montoya, with Graves rounding out the top three.

The 500 Modified Production race saw Alan Burtt take the holeshot off the line but he was quickly passed by Jeremy Toye and Jason Milloy. Rounding turn eight near the completion of lap three, Roger Baker powered his way around Milloy into second. By the halfway point, Toye had separated himself from the rest of the field and went on to an easy victory, leaving Baker to finish second and Milloy third.

Results

F-2: 1. Michael Montoya (Yam); 2. Troy Maturo (Yam); 3. Chuck Graves (Suz); 4. Steve Teschke (Hon); 5. Jack Pfeifer (Hon).

F-40: 1. Stephen Hewitt (Hon); 2. Steve Poore (Yam); 3. Bill Morgan (Duc); 4. Thomas Sera (Suz); 5. Douglas Newhouse (Kaw).

500 S/STK: 1. Roger Baker (Yam); 2. Jason Milloy (Yam); 3. Joe Hylton (Yam); 4. Marte Cooksey (Yam); 5. Michael Shenoy (Yam).

600 S/STK: 1. Chuck Graves (Suz); 2. Steve Rapp (Suz); 3. Harold Winkles (Yam); 4. Kenny Canedo (Hon); 5. Jack Pfeifer (Hon).

750 S/STK: 1. Lance Holst (Suz); 2. Chuck Graves (Suz); 3. Frank Aragaki (Suz); 4. Ben Welch (Yam); 5. James Randolph (Suz).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Orlando Pablo (Suz); 3. Jeremy Toye (Hon); 4. Jason Catching (Suz); 5. Tim Carmack (Suz).

550 S/BK: 1. Jeremy Toye (Hon); 2. Balz Renggll (Apr); 3. Jason Milloy (Yam); 4. Marte Cooksey (Yam); 5. Brian Osborne (Kaw).

650 S/BK: 1. Chuck Graves (Suz); 2. Steve Teschke (Hon); 3. Dave Campbell (Hon); 4. Harold Winkles (Yam); 5. William Beck (Suz).

750 S/BK: 1. Lance Holst (Suz); 2. Michael Fitzpatrick (Kaw); 3. Frank Aragaki (Suz); 4. Benjamin Welch (Yam); 5. Matt Cusumano (Suz).

OPEN S/BK: 1. Chuck Graves (Suz); 2. William Beck (Suz); 3. Paul Mumford (Kaw); 4. Curtis Adams (Suz); 5. Steve Poore (Yam).

500 MOD PROD: 1. Jeremy Toye (Hon); 2. Roger Baker (Yam); 3. Jason Milloy (Yam); 4. James Hillier (Kaw); 5. Alan Burtt (Kaw).

600 MOD PROD: 1. Kenny Canedo (Hon); 2. Dave Campbell (Hon); 3. Michael Quindazzi (Hon); 4. Robert Yampolsky (Hon); 5. Jacob West (Hon).

750 MOD PROD: 1. Lance Holst (Suz); 2. Frank Aragaki (Suz); 3. Ben Welch (Suz); 4. Steve Moreno (Suz); 5. Mark Stoner (Suz).

OPEN MOD PROD: 1. Curtis Adams (Suz); 2. Orlando Pablo (Suz); 3. Steve Poore (Yam); 4. Kevin President (Yam); 5. Steven Hewitt (Hon).

BOTT L/W: 1. Alan Burtt (Kaw); 2. Brian Osborne (Kaw); 3. Randy Lazar (Suz); 4. Walt Hollis (Suz); 5. Jose Estrella (Suz).

BOTT M/W: 1. Michael Dube (Hon); 2. Scott Fisher (Hon); 3. Rod Holland (Hon); 4. Roger Sgarbossa (Hon).

BOTT H/W: 1. Bill Morgan (Duc); 2. David Perez (Duc); 3. John Bailey (Suz).

500 SGL: 1. Danny Farnsworth (Hon); 2. Kenny Kopecky (Suz); 3. Steve Allen (Hon); 4. Patrick Webster (Hon); 5. Larry Cochran (Hon).

650 SGL: 1. Stuart Stratton (Hon) 2. John Nielsen (Yam); 3. Steve Hill (Yam); 4. Jeff Rheaume (Suz); 5. Wayne Isaac (Yam).

F-SGL: 1. Stuart Knigge (Yam); 2. Franz Volpi (Yam); 3. Mark Kruse (W-R); 4. Benjamin Morse (Yam); 5. Trevor Dunne (Gil).

VINT: 1. Sean Robbins (Yam); 2. Lloyd Johnson (Duc); 3. Larry Cochran (Hon); 4. Scott MacAdam (Yam); 5. Danny Farnsworth (Hon).

500 NOV: 1. Paul Anderson (Hon); 2. Yasuyuki Usui (Yam); 3. Joe Davidson (Suz); 4. Paul Nielsen (Hon); 5. Mark Loveland, Sr. (P-R).

650 NOV: 1. Jason Clement (Hon); 2. Ken Ferman (Yam); 3. Michael Martinez (Hon); 4. Craig Randell (Hon); 5. Danny Ayala (Hon).

OPEN NOV: 1. Craig Randell (Hon); 2. Jack Vanbeek (Hon); 3. Tyler Paulson (Kaw); 4. Bob Kramer (Duc); 5. Andre Asatorians.

Leivan pounds Park Hills HS

By Frank Leivan

PARK HILLS, MO, MAR. 9

Steve Leivan began his quest for a fifth Missouri Hare Scrambles Overall Championship with a convincing win at the season opener in Park Hills. The Missouri Mudders laid out a challenging 12-mile course in St. Joe State Park that became even more demanding due to morning showers that left portions of the trail extremely soft and rutted. Of the 269 starters, only seven were able to complete four laps.

Chad Busenbark grabbed the holeshot, with four-stroke ATK rider Chris Caplinger and Leivan in third. Early mistakes by both front-runners allowed Leivan to take the lead and stay in front for much of the first lap. Due to the poor weather conditions, very few riders chose to take a practice lap. This allowed for a tightly bunched group of AA riders at the conclusion of lap one led by Chris Graber, Caplinger, Leivan, and the Yamahas of Ken Yount and Busenbark.

Many of the front-runners stopped for goggles or gloves after the first lap, mixing up the order somewhat. Graber kept his Honda in the lead for several miles until getting hung up momentarily on one of the uphills. Leivan seized the opportunity and inherited the lead once more. His lead at the end of the second lap would measure 25 seconds over Busenbark.

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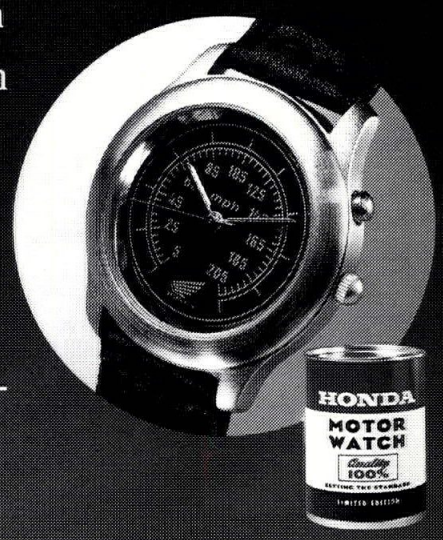

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However, Leivan chose to stop for fuel surrendering the lead. Then Busenbark pitted a few feet farther down the course and Leivan was back in control.

Leivan kept his Surdyke Motorsports/Answer-backed WR250 upright for the final two circuits, stretching his lead to nearly four minutes at the finish, proving that he is indeed ready for the 1997 season.

"I believe that I am more confident and better prepared right now than I have ever been and I am really looking forward to the rest of the year," Leivan said after the event. "It should be a good one."

Graber completed a great ride by taking the runner-up position and surprising a few people along the way. 1996 series runner-up Leigh Letellier moved up from a sixth-place position on laps one and two to claim third spot. Busenbark inherited fourth at the finish when Ken Yount ran out of gas a few feet from the finish, rounding out the top five overall.

Results

O/A: 1. Steve Leivan (Yam); 2. Chris Graber (Hon); 3. Leigh Letellier (KTM); 4. Chad Busenbark (Yam); 5. Ken Yount (Yam).

AA: 1. Chris Graber (Hon); 2. Leigh Letellier (KTM); 3. Chad Busenbark (Yam); 4. Ken Yount (Yam); 5. Mike Windmann (KTM).

A: 1. Ash Okorn (Hon); 2. Chris Nesbitt (Yam); 3. Jeff Lappe (KTM); 4. Casey Haynes (Yam); 5. Robbie Reed (KTM).

125 B: 1. Sam Gosnell (Yam); 2. Justin Meyers (Kaw); 3. Chris Huff (Yam); 4. Vince Throckmorton (Hon); 5. Andy Laplante (Yam).

200 B: 1. Gary Mittolberg (Kaw); 2. Robert Armon (Kaw); 3. David Bishop (Kaw); 4. David Von Holten (Kaw); 5. Brian Selk (Kaw).

250 B: 1. Dale Rector (Yam); 2. Gavin Hunt (Yam); 3. Tim Gilliland (ATK); 4. Kevin Betts (Kaw); 5. David Dillingham (Yam).

250 C: 1. Jake Bishop (Suz); 2. Denny Turlin (Kaw); 3. Bruce Lange (Kaw); 4. Bryan Roy (Kaw); 5. Collin Sheridan (Yam).

OPEN B: 1. J.R. Hansen (KTM); 2. Tom Prenger (Hus); 3. Matt Coffman (KTM); 4. Danny Crawford (Hon); 5. Chris Sloan (ATK).

4-STRK B: 1. John Yarnell (Hon); 2. Les Busenbark (Hon); 3. Joseph Armon (Hon); 4. Neal Vanway (Hon); 5. James Swain (Kaw).

VET: 1. Rick Matteson (KTM); 2. Dave Berry (Suz); 3. Jeff Sledge (Suz); 4. Jon Simons (Yam); 5. Kreg Simons (Yam).

SR: 1. Ricky Horton (Yam); 2. Roger Lerette (KTM); 3. Andy Long (Suz); 4. William Guffey (Yam); 51. Rusty Kaiser (KTM).

S/SR: 1. Frank Leivan (Yam); 2. Jim Letellier (KTM); 3. Rick Carpenter (KTM); 4. Mike Edwards (KTM); 5. Henry Darabcs (Hon).

JR: 1. Brandon Forrester (Yam); 2. Levi Rawson (Yam); 3. Robert Duncan (Yam); 4. Mike Rozier (Kaw); 5. Matt Loftus (Hon).

Svardvik one fast Swede at CRC Motocross

By Greg Robertson

PALMDALE, CA, MAR. 9

Swede Anders Svardvik has combined work and play during his brief visit to Southern California and has been successful, at least in the play portion, as he totally dominated both 250cc Intermediate motos during round two of California Racing Club's Red Cross Charity Series at Los Angeles County Raceway.

Svardvik jumped out to an immediate lead in the first moto aboard his newly purchased CR250 and within a couple of laps was hounding the lone Pro rider, Tim Telford. Telford is by no means slow in the LACR sand, but Svardvik was able to pass the fellow Honda rider and hold him at bay to win the moto.

"I can go a lot faster, but my arms pumped up," Svardvik said. "I quit as a Pro in 1992. I've been riding enduros in Sweden four or five times a year for the last few years."

Ronnie Densford and Robbie Dunham fought over second place until Todd Sciacqua came from out of the pack to pass them both to hold down the position at the checkers. Densford held on to third over George Merry, who passed Dunham for fourth.

The second moto was a duplicate of the first with Svardvik and Telford going at it head to head the entire distance. This time Telford got the upper hand for the win. Svardvik still seemed pleased with his performance.

"This track is good," Svardick said. "I like racing in America. You have so many riders here. In Sweden we have about 25 tracks within 100 miles, but we have no riders. I like the tracks in Sweden better, though. We have sprinkler systems almost everywhere. There are showers and places to go into to buy food. Here, you don't even have real toilets."

Densford gated second in round two and would continue unchallenged to earn the second-place trophy. Alvin Zalamea and Sciacqua had a heated battle for third until they collided in a turn. Sciacqua took a soil sample and Zalamea got a face full of Sciacqua's rear tire in the process. Sciacqua regrouped to finish fourth behind Merry for third overall.

Results

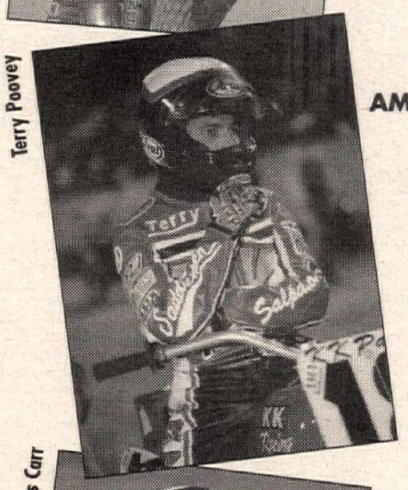
P/W (0-6): 1. Shawn Rhinehart (Yam).

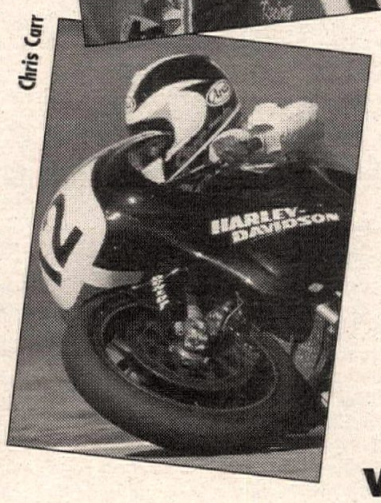
P/W (7-9): 1. Ken Slater (Yam); 2. Nicholas Evans (Yam); 3. Preston Londin (Yam).

S/STK (4-6): 1. Tyler McComb (KTM); 2. Dustin Petty (LEM); 3. Jacob Morrow (KTM).

S/STK (7-9): 1. Billy Ballestero (Yam); 2. Douglas Carter (KTM); 3. Timmy Ritzler (LEM).

Rodney Smith


Terry Poovey


Chris Carr

AMA Supercross, Atlanta
1st – Damon Huffman, 250cc

F USA, Daytona
1st – Doug Chandler (Both races)
2nd – Chris Carr (Both races)

MARS Florida Flat Track Series, Barberville, FL
1st – Will Davis, 600cc *and* 750cc

AMA National Hot Shoe Series, Savannah
1st – Joe Kopp
2nd – Kevin Atherton

AMA 125 Eastern Regional Supercross, Indianapolis
1st – John Dowd

AMA National Hot Shoe Series, Daytona
1st – Terry Poovey
2nd – Brett Landes

AMA 125 Eastern Regional Supercross, Daytona
1st – John Dowd

AMA Grand National Dirt Track, Daytona
1st – Terry Poovey
2nd – Brett Landes

AMA 250GP, Daytona
2nd – Randy Renfrow

AMA GNCC, Ocala
1st – Steve Hatch
3rd – Scott Summers

AHRMA Battle of The Twins, Open Class, Daytona
1st – Andrew Stroud
2nd – Alan Cathcart
3rd – Jeff Jennings

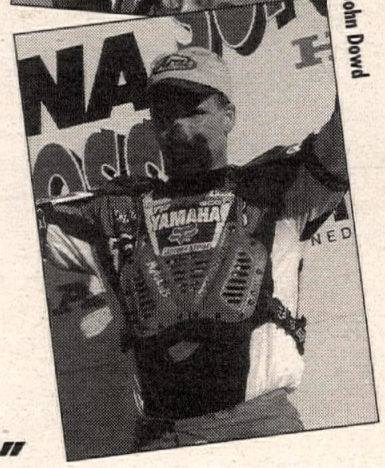
AHRMA Sound of Thunder, Daytona
1st – Andrew Stroud
3rd – Alan Cathcart

AMA Daytona 200 By Arai
2nd – Doug Chandler
3rd – Colin Edwards II

AMA GNCC, Atlanta
1st – Rodney Smith
2nd – Steve Hatch

Doug Chandler

Steve Lamson


John Dowd

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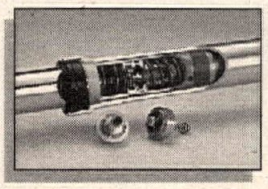

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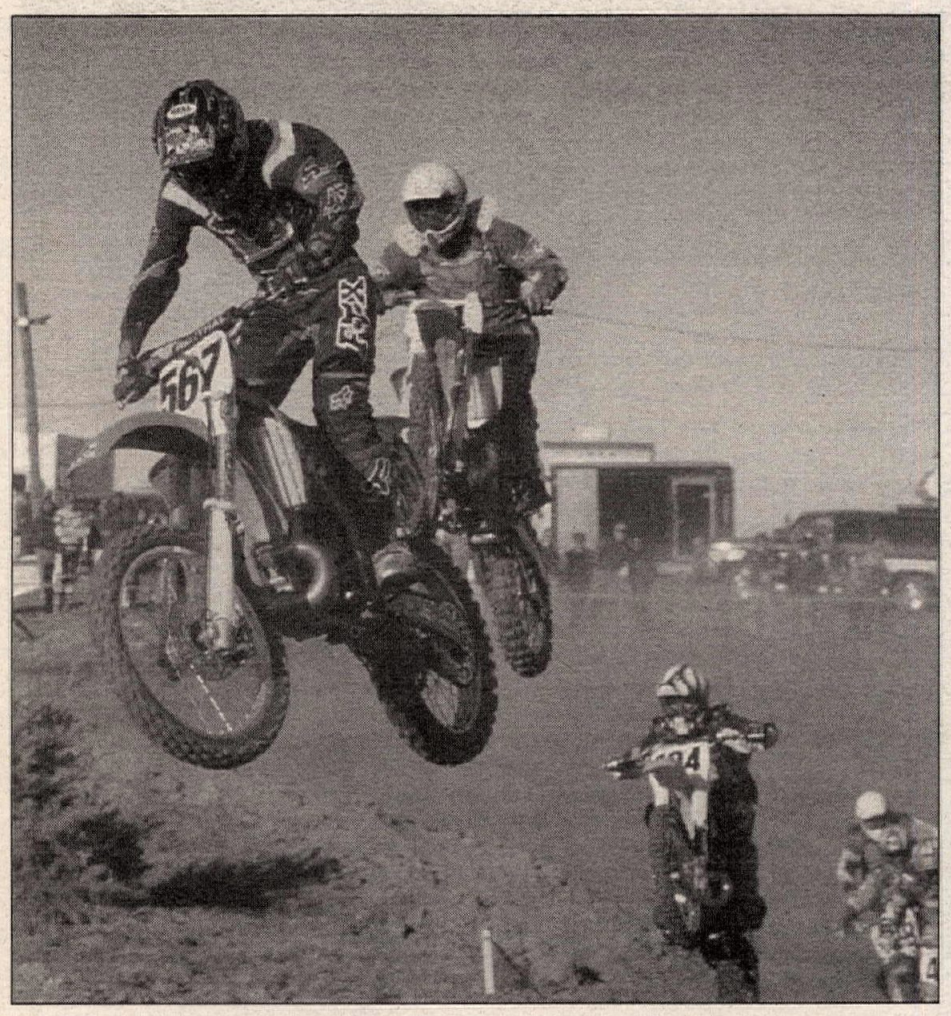

Mitchell Hodges (567) took wins in the 125cc A and 250cc A Pro-Am classes at a Loretta Lynn's Area Qualifier held at Actiontown MX Park in Dilwyn, Virginia.

MOD: 1. Kyle Jenkins (LEM).

P/W BG TRK: 1. Kyle Jenkins (LEM); 2. Shawn Butler (KTM); 3. David Medina (KTM); 4. Billy Ballestero (Yam); 5. Timmy Ritzler (LEM).

60 BEG: 1. Tye Hames (Kaw); 2. Randall Hall (Kaw); 3. Tim McDaniel (Kaw): 4. Steven Hall (Kaw); 5. Bobby Hesse (Kaw).

60 (0-8): 1. Jonathan Arana (Kaw).

60 (9-11): 1. Joshua Grant (Kaw); 2. Jason Medina (Kaw); 3. Ryan Roybal (Kaw); 4. Garrett Norr (Hon); 5. Jimmy Williams (Kaw).

80 BEG: 1. Ryan Roybal (Hon); 2. Troy Tittlemier (Hon); 3. Jamie Klein (Kaw).

80 (7-11): 1. Joshua Grant (Hon); 2. Anthony Barbacovi (Yam); 3. Jason Medina (Kaw); 4. Dave Carter (Kaw).

80 (12-13): 1. Scott Howe (Yam); 2. Gerard Patin Jr. (Yam); 3. Chris Norr (Suz); 4. Brandon Staddan (Yam); 5. Shane Fox (Kaw).

80 (14-16): 1. Levi Reid (Yam).

BG WHL: 1. William Klein (Hon).

125 BEG: 1. Brent Gilliam (Suz); 2. Gerard Patin Jr. (Yam); 3. Eric Willis (Suz); 4. Donnie Durrer (Suz); 5. Brandon Bujold (Hon).

125 NOV: 1. Tyson Tittlemier (Hon); 2. Jeff Eide (Hon); 3. David Johnson (Suz).

125 INT: 1. Dustin Evans (Suz); 2. Ryan Orr (Yam); 3. Levi Blake (Yam); 4. Marek Jahopa (Suz); 5. Nick Mairose (Hon).

125 PRO: 1. Erik Lindstrom (Hon).

250 BEG: 1. Michael Hull (Suz); 2. Dustin Nabor (Yam); 3. Jason Cave (Kaw); 4. Tim Crawford (Suz).

250 INT: 1. Anders Svardvik (Hon); 2. Ronnie Densford (Yam); 3. Todd Sciacqua (Suz); 4. George Merry (Yam); 5. Robbie Dunham (Yam).

250 PRO: 1. Tim Telford (Hon).

500 NOV: 1. Dan Seyler (Kaw).

JR VET BEG: 1. Paul Morgan (Yam); 2. Cary MacMiller (Yam).

JR VET NOV: 1. Michael Marshall (Hon); 2. Gabi Abayou (Hon); 3. Assaf Alush (Hon); 4. Pasha Afshar (Yam); 5. Brad Pietro (Suz).

JR VET INT: 1. Anders Svardvik (Hon).

JR VET EX: 1. Todd Sciacqua (Suz).

VET BEG: 1. Ron Northrup (Suz); 2. Paul Morgan (Yam); 3. Mark Hesse (Hon); 4. Cary MacMiller (Yam); 5. Jonnie Little (Suz).

VET NOV: 1. Vince Baioni (Hon); 2. Steve Wilbanks (Suz); 3. Mike DeStefano (Kaw); 4. Gregg Martinez (Hon); 5. John MacMiller (Suz)

VET INT: 1. Tony Bienert (KTM); 2. Randy Tittlemier (Hon); 3. Edwardo Trippo III (Hon); 4. Dean Ostrander (Hon); 5. Steve Williams (Hon).

VET EX/PRO: 1. Tim Telford (Hon); 2. Leo Saul (Yam).

SR AM: 1. Andy Gill (Yam); 2. Ress Benson (Hon); 3. Fred Willis (Hon).

SR EX: 1. Randy Anderson (Yam); 2. W.G. Wilson (Suz); 3. Bob Dunham (Yam).

Hodges handles Actiontown MX

By Jay and Sharon Hauser

DILWYN, VA, MAR, 16

Team Green rider Mitchell Hodges came to the AMA Loretta Lynn's Area Qualifier at Actiontown MX Park and romped away with a perfect four-moto sweep of the 125 and 250cc A Pro-Am classes.

A huge group of nearly 800 riders turned out for the two-day event, the first round of the AMA Answer/MSR Eastern U.S. Pro-Am MX Spring Series.

Hodges had his work cut out for him as he gated poorly at the start of the first 125cc Pro-Am moto, finding his Fox/Wiseco-backed Kawasaki all the way back in seventh place. The holeshot belonged to a hard-charging Yamaha-mounted Daniel Dailey. Dailey showed the way for the first three laps with a hot pack breathing down his neck.

Terry Kennedy was looking to make a move for the lead on lap one but pitched it in the front whoop section, dropping three places, giving another A-class newcomer, Stoner Ross a shot at Dailey. All the while the battles up front were going on Hodges was clawing his way to the front. He reached Dailey on the fourth lap and muscled his way past. Once out front, it was all she wrote and Hodges was gone, leaving the battle for second behind him. Dailey showed no signs of fatigue and held onto to a strong second place ride, while Maryland rider Jason Conlon worked his Suzuki past Ross to take third by moto's end.

Hodges was quick to get off the gate in the second moto, avoiding conflict and getting away from the field in a hurry. Hodges was clearly the fastest man at the track as he took a comfortable lead, but the battle for second was anything but comfortable. Dailey again found himself at the head of the five-way battle for the runner-up spot, holding off Ross, Shane Templeton, Conlon and then Newton. Conlon worked on Ross and overtook third, but both riders would lose out by the checkered flag as Newton was on fire and started blazing past everybody.

Once Newton went to work on Dailey, his job got tougher, but he closed the gap and made his pass on the white-flag lap and held on for a hard-fought second-place finish, giving him third on the podium. Dailey's fine riding and consistent scores netted him the runner-up position to the unstoppable Hodges.

Results

50 (4-6): 1. Devon Pilkington (KTM); 2. Taylor Futrell; 3. Tyler Gantt (Act); 4. D.J. Ellis (KTM); 5. Kristopher Wilkins (KTM).

50 (7-8): 1. Broc Tickle (Act); 2. Matthew Pierson (Cob); 3. Seth Brown (Cob); 4. Chad Muterspaugli (Act); 5. Brett Chatman (Lem).

60 (7-9): 1. Jeff Mort (Kaw); 2. Jeb Caskill (Kaw); 3. Ryan Fitzwater (Kaw); 4. David Mitchell (Kaw); 5. Joshua Schmitt (Kaw).

60 (10-11): 1. Forrest Smith (Kaw); 2. Eric Brown (Kaw); 3. Sam Fitzwater (Kaw); 4. Christopher (Kaw); 5. Jordon Troxell (Kaw).

80 (7-11): 1. Barrett Smith (Kaw); 2. Scott Terry (Yam); 3. Eric Brown (Hon); 4. Dean Day (Yam); 5. Christopher (Kaw).

80 (12-15): 1. Derek Burlew (Suz); 2. Adam Overcash (Suz); 3. Isha Wood (Kaw); 4. Eddie Gleason (Suz); 5. Adam Ward (Suz).

80 D: 1. Charles Jenkins (Yam); 2. Brad Duncan (Hon); 3. Christopher Laplante (Hon); 4. Gary Foltz (Kaw); 5. Brandon Watson (Yam).

S/MINI: 1. Hans Neel (Hon); 2. Isha Wood (Kaw); 3. Derek Burlew (Suz); 4. Eddie Gleason (Suz); 5. Adam Ward (Suz).

SCHBY: 1. Justin Gibbs (Suz); 2. Hans Neel (Hon); 3. Jason Laplante (Suz); 4. Derek Riley (Suz); 5. Joshua Dexter (Kaw).

125 A: 1. Mitchell Hodges (Kaw); 2. Daniel Dailey (Yam); 3. Chad Newton (Suz); 4. Jason Conlon (Suz); 5. Shane Templeton (Suz).

125 B: 1. Jason Thompson (Yam); 2. Travis West (Hon): 3. Jason Laplante (Suz); 4. Kyle Richardson (Kaw); 5. Nicholas Burns (Hon).

125 C: 1. Justin Gibbs (Suz); 2. Josh Wood (Yam); 3. Jerry Strange (Hon); 4. Robert W. (Hon); 5. Jason Weeks (Yam).

125 D: 1. Michael Hataway (Kaw); 2. Travis Powers (Hon); 3. Mike Spradlin (Yam); 4. Warren Stimpsort (Hon); 5. Douglas Schulte (Suz).

250 A: 1. Mitchell Hodges (Kaw); 2. Terry Kennedy (Hon); 3. Scott Shipley (Hon); 4. Chad Newton (Suz); 5. Chris Anstead (Kaw).

250 B: 1. Richard Ray (Yam); 2. Kyle Richardson (Kaw); 3. Kevin Weeks (Kaw); 4. Randall Rowe (Suz); 5. Ronny Begeot (Kaw).

250 C: 1. Chuck Cooper (Suz); 2. Jason Sell (Suz); 3. Stephen Jarrell (Kaw); 4. John Vazzana (Hon); 5. Wayne Kelley (Hon).

250 D: 1. Mark Hill (Hon); 2. Tim Ware (Hon); 3. Jeff Belchez (Hon); 4. Jon Leiman (Kaw); 5. Chris Murphy (Hon).

25+ A: 1. Scott Shipley (Hon); 2. Allen Alford (Suz); 3. John Edwards (Suz); 4. Shane Templeton (Suz); 5. Doug Neighbors (Hon).

25+ B: 1. Sean Rakes (Kaw); 2. Chuck Cooper (Suz); 3. James Gress (Hon); 4. Paul West (Hon); 5. Kevin Rothrock (Hon).

25+ C: 1. Jason Sell (Suz); 2. David Sacra (Yam); 3. Hilton Holdren (Suz); 4. Todd Lacy (Hon); 5. David Howerton (Hon).

30+ A: 1. Scott Shipley (Hon); 2. Allen Alford (Suz); 3. Bryan Wentz (Hon); 4. Sidney Williams (Kaw); 5. Jay Hauser (Hon).

30+ B: 1. Randall Rowe (Suz); 2. Chris Brewer (Hon); 3. James Morris (Hon); 4. Paul Mundt (Hon); 5. Barry Shiver (Hon).

35+: 1. James Fisher (KTM); 2. Paul Mundt (Hon); 3. David Hobson (Yam); 4. Chris Brewer (Hon); 5. A.C. Bruce (Yam).

40+: 1. James Fisher (KTM); 2. Ike DeJager (Suz); 3. Kenneth Brown (Hon); 4. Joel Hart (Hon); 5. Mark Smith (Suz).

OPEN AM: 1. Jay Hauser (Hon); 2. Jed Schappert (KTM); 3. Harvey Holcombe (Kaw); 4. Tom Haar (Hon); 5. Michael Curry (Yam).

U/L: 1. Gary Dinges (Suz); 2. Stephen Jarrell (Kaw); 3. Richard Feidt (Kaw); 4. Randy Price (Kaw); 5. Kevin Hatcher (Suz).

Newton does Devils Ridge MX

By Jay and Sharon Hauser

SANFORD, NC, MAR. 9

Suzuki of Winston Salem ace Chad "Fig" Newton made the best of the newly reworked race course to come away with a strong overall win in the competitive 250cc A ranks, as well as a second place showing in 125cc A class to Marcus Hedrick at Devils Ridge MX Park in Sanford, North Carolina.

Newton took control of 250cc A moto one from the drop of the gate, leaving Todd Bouren in his wake to fight off Scott Shipley and James Coy. Once out front, Newton put a five-second cushion between himself and the battling field and proceeded to waltz off to the moto win.

Meanwhile, the battle for the runner-up spot wedged on as Shipley turned up the heat and put the pressure on Bouren for the spot, overtaking him on lap three with an inside line. When the flag fell for moto one, it was Newton way out front over Shipley and Bouren. Local star Mark Wagner put in a strong charge from the rear to work up and take fourth from Roger Carrico before moto's end.

Newton repeated his holeshot effort in 250cc A moto two, only this time Shipley was right on his rear fender and looking to maintain Newton's pace. On the second lap, Shipley's hopes for a moto win were dashed with a quick trip to the dirt. Bouren was quick to make use of Shipley's fall and moved into second as did Virginia 250cc A number-one plate holder Chris Anstead as he took over third.

Bouren blew his chance to keep second place when he overshot a berm, letting both Anstead and a fired-up Shipley back by. Shipley eventually got by Anstead to take over second.

Newton was almost back to the truck when Shipley took the flag for second and Anstead held onto a good ride to take third. Wagner did what he needed to do and pushed Bouren back to fifth by moto's end, scoring a third place finish overall with his pair of fours.

Results

50 (4-6): 1. Taylor Futrell (LEM); 2. Zackary Alvear (KTM); 3. Nick Schmitt (Lem); 4. D.J. Ellis (KTM); 5. Kody Duke (Yam).

50 (7-8): 1. Seth Brown (Cob); 2. Broc Tickle (Act); 3. Tyler Borrelli (KTM); 4. Chris Newton; 5. Dustin Shiver (KTM).

65 (7-9): 1. Thomas Hayes (Kaw); 2. Christopher Morris (Kaw); 3. Joshua Schmitt (Kaw); 4. Cameron Lambert (Kaw); 5. Ryan Fitzwater (Kaw).

65 (10-11): 1. Michael Willis (Kaw); 2. Isaiah Talbert (Kaw); 3. Derek Borrelli (Kaw); 4. Cidy Hamilton (Kaw); 5. Derrick Gause (Kaw).

80 (7-11): 1. Michael Willis (Suz); 2. Matthew Myers (Hon); 3. Stephen Shoaf (Suz); 4. Derrick Gause (Kaw); 5. Isaiah Talbert (Yam).

80 (12-15): 1. Derrick Bell (Hon); 2. Chris Roberts (Hon); 3. Dennis West (Kaw); 4. Blake Hovis (Hon); 5. Ryan Burkett (Yam).

80 D: 1. Auman Parrish (Hon); 2. Sean Daley (Kaw); 3. Johnny Robertson (Kaw); 4. Joey Washburn (Hon); 5. Jake Duncan (Kaw).

S/MINI: 1. Derrick Bell (Hon); 2. Chris Roberts (Hon); 3. Dennis West (Kaw); 4. Christopher Cullen (Kaw); 5. Matthew Myers (Hon).

SCHBY: 1. Steven Williard (Suz); 2. Jason LaPlante (Suz); 3. Brandon Nance (Hon); 4. Austin Myers (Hon); 5. Brandon Langdon (Yam).

125 A: 1. Marcus Hedrick (Suz); 2. Chad Newton (Suz); 3. James Coy (Hon); 4. Mark Wagner (Yam); 5. Shane Templeton (Suz).

125 B: 1. Gordon Waggoner (Kaw); 2. Steven Williard (Suz); 3. Kyle Richardso (Kaw); 4. Scott Worden (Suz); 5. Michael Duke (Suz).

125 C: 1. James Webb (Yam); 2. Jason Crawford (Suz); 3. Michael Neal (Yam); 4. Daniel Sheffield (Suz); 5. Eric Cox (Yam).

125 D: 1. Charles Watkins (Kaw); 2. Mike Harp (Suz); 3. Michael Carter (Hon); 4. Jeremy McNabb (Kaw); 5. Joey Anthony (Kaw).

250 A: 1. Chad Newton (Suz); 2. Scott Shipley (Hon); 3. Mark Wagner (Yam); 4. Todd Bouren (Hon); 5. James Coy (Hon).

250 B: 1. Nick McAllister (Kaw); 2. Jason Baldwin (Suz); 3. Kyle Richardson (Kaw); 4. Eric Fergason (Hon); 5. Nelan McFarland (Hon).

250 C: 1. Danny Kennedy (Suz); 2. Stephen Benhoy (Yam); 3. Shawn Auteri (Kaw); 4. Eric Thomas (Hon); 5. John Vanzana (Kaw).

250 D: 1. Jerry Taylor (Hon); 2. Paul Gray (Yam); 3. Brian Beanan (Kaw); 4.Chris Taylor (KTM); 5. Stafford Gray (Hon).

25+ A: 1. Scott Shipley (Hon); 2. Vann Gibson (Hon); 3. Shane Templeton (Suz).

25+ B: 1. Greg Erwin (Hon); 2. Nelan McFarland (Hon); 3. Russ Pickett (Hon); 4. Scott Worden (Suz); 5. Jerry Robertson (Kaw).

25+ C: 1. Tyler Webb (Suz); 2. Mike Santoy (Hon); 3. Steven Richter (Kaw); 4. Eric Thomas (Hon); 5. Jason Cooper (Hon).

30+ A: 1. Scott Shipley (Hon); 2. Vann Gibson (Hon); 3. Jay Hauser (Hon); 4. Thomas Perkins (Suz).

30+ B: 1. Russ Pickett (Hon); 2. Chris Brewer (Hon); 3. Barry Shiver (Hon); 4. Nick Allen (KTM); 5. Alex Croft (Suz).

30+ C: 1. Mike Santoy (Hon); 2. Dwane Byrd (Kaw).

35+: 1. Darrell Bell (Hon); 2. Nick Allen (KTM); 3. Alex Croft (Suz); 4.Thomas Perkins (Suz) 5. Bob Maner (Hon).

40+: 1. Darrell Bell (Hon); 2. Amman Parrish (Hon); 3. Terry Culler (Kaw); 4. Bob Maner (Hon); 5. Tim Dineen (Hon).

U/L: 1. Nick McAllister (Kaw); 2. Michael Duke (Suz); 3. James Webb (Yam); 4. Jason Baldwin (Suz); 5. Gordon Waggoner (Kaw).

Flesia, Brown, Sandell rule Aztec MX

By Stacy Jensen

COLORADO SPRINGS, CO, MAR. 2

Mark Flesia, Derek Brown and Kip Sandell got an early jump on the Sports Riders Association of Colorado MX Season by topping their respective Pro classes and look to be the top contenders for the $20,000 combined series points fund to be handed out later in the year. Mark Flesia found success in the Vet Expert class by winning both motos, Derek Brown ran away with the Open Pro-class victory, and Kip Sandell came out on top of both the 125 and 250cc classes.

These three riders will need to stay on top of their game in both the motocross and supercross series throughout the year to receive top dollars in October at the SRAC Colorado Nationals. Novice and Amateur riders alike will be seeking their share of the $25,000 in contingencies being offered.

More than 500 riders attended the first points race of the season, which was promoted by M&M Connections at the Aztec track.

In the 125cc Amateur class, Yamaha-mounted Mike Romero followed winner Josh Murphy and runner-up Alan Schill across the finish line in the first moto but would come back and have the last say in the second. Romero led from start to finish, giving him the overall for the day, while Murphy was shot down by a crash that left him out of the hunt. Schill followed second-place Jimmy Reimer, who took sixth in the first moto, home in third which was good enough to land Schill second for the day. Reimer's 6-2 tally netted him third overall.

Results

P/W NOV: 1. Mark Graddy (Kaw); 2. LGZ (Kaw); 3. Justin Jobe (Kaw); 4. Adam Saffold (Kaw); 5. Ike Jost (Kaw).

P/W AM: 1. Matt Bunis (Kaw); 2. Brad Alaiid (Kaw); 3. Trevor Monks (Kaw); 4. Hank Kindell (Kaw); 5. Zachery Saathoff (Kaw).

NOV: 1. Chris Phelan (Yam); 2. Adam Lhurs (Suz); 3. Tyson Place (Hon); 4. Hank Kindell (Kaw); 5. Jordan Dertinger (Hon).

MINI AM: 1. Matt Burts (Kaw); 2. Logan Daiien (Yam); 3. Cody Jensen (Kaw); 4. Marshall McCarty (Yam); 5. Jeff Noriega (Suz).

MINI EX: 1. Chad Ruggles (Hon); 2. Matt Whitmarsh (Hon); 3. Adam Burris (Hon).

OPEN MINI: 1. Chad Ruggles (Hon); 2. Matt Whitmarsh (Hon); 3. Brad Alarid (Suz); 4. Cody Jensen (Kaw); 5. Jordan Dartinger.

125 NOV: 1. David Gonzales (Suz); 2. Erik Griffith (Kaw); 3. Eric Hofflier (Hon); 4. Joel Carr (Yam); 5. Brookie Renker (Hon).

125 AM: 1. Mike Romero (Yam); 2. Alan Schill (Kaw); 3. Jimmy Reimer (Yam); 4. Ryan Nelson (Hon); 5. Zach Sisch (Kaw).

125 SPRTSMN: 1. Andrew Short (Kaw); 2. Mike Haddock (Kaw); 3. Travis Reily (Kaw); 4. Mike Royer (Yam), 5. Erik Janssen (Suz).

125 PRO: 1. Kip Sandell (Yam); 2. Josh Kellogg (Suz); 3. Jared Carlson (Kaw); 4. Paul Lindsey (Kaw); 5. Scott Fuitcher.

250 NOV: 1. Jarriet (Suz); 2. Eric Hoffner (Hon); 3. Clint Ellit (Kaw); 4. Aaron Bortsci (Yam); 5. Bret Wagner (Kaw).

250 AM: 1. Lance Fark (Kaw); 2. Mike Scott (Suz); 3. Tom Greenlee (Hon); 4. Chad Sharp (Hon); 5. Jeff Quitizer (Yam).

250 PRO: 1. Kip Sandell (Yam); 2. Josh Kellogg (Suz); 3. Jared Carlson (Kaw); 4. Mark Flesia (Yarn); 5. Wayne Balliett (Yarn).

OPEN NOV: 1. Jarnel Valentine (Suz); 2. Nick Susco; 3. Joel Carr (Yam); 4. Rich Langren (Yam); 5. Aaron Bertsch (Yam).

OPEN AM: 1. Aaron Hill (Yam); 2. Steve Tambonbe (Yam); 3. Mike Romero (Yam); 4. Steve Loftis (Kaw); 5. Don Scott (Suz).

OPEN PRO: 1. Derek Brown (Hon); 2. Josh Kellogg (Suz); 3. Wayne Balliett (Yam); 4. Bryan Curtis (Kaw); 5. Matt Carlson (Hon).

VET NOV: 1. Joe Mowen (Hon); 2. Chad Hamlin (Yam); 3. Aaron Hochnadel (Hon); 4. Kevin French (Hon); 5. Tim Dixon (Suz).

VET AM: 1. Terry McFarland (Hon); 2. Mike Long (Suz); 3. Rob Harvey (Kaw); 4. Jim Cole (Yam); 5. Wright Hughes (Hon).

VET PRO: 1. Mark Fleisa (Yam); 2. John Merwin (Hon); 3. Bryan Curtis (Kaw); 4. Darrell Miller (Kaw); 5. Randy Hocker (Yam).

SR NOV: 1. Bruce Gorski (Suz); 2. Mark Smith (Hon); 3. Gordon Safladay (Hon); 4. Steve Casper (Hon); 5. Aaron Beck (Yam).

SR AM: 1. Joe Olszewski (Suz); 2. Dale Evans (Suz); 3. Bob Stolper (Hus); 4. Doug Hardin (Yam); 5. Amie Monteleone (Hon).

SR EX: 1. John Old (Suz); 2. Bruce McGrew (Kaw); 3. Bill Nolan (Yam); 4. Mark Poindexter (Yam); 5. Dwight Catalano (Yam).

S/SR: 1. Bryon Wolf (Yam); 2. John Beavers (Hon); 3. Ed Perriton (Hon); 4. Bart Kellogg (Kaw); 5. John Malsom (Hon).

WMN NOV: 1. Veronika Cochran (Hon); 2. Amy Rogers (Yam); 3. Ashley Bohum (Suz); 4. Rose Bromberg; 5. Sonja Illsenbeck.

WMN AM: 1. Brookie Renker (Hon); 2. Cheryl Place (Yarn).

Chamberlain tops at Barona Oaks MX

By Homer Eubanks

RAMONA, CA, MAR. 15

Round two of the CMMC Barona Oaks Series saw Jim Chamberlain take charge in the Pro class by scoring back-to-back wins in the 250cc event. However, the win wasn't as easy as it sounds, as David Demangos certainly made Chamberlain work for his money while charging to a second-place finish.

In the Old Pharts A (30-34) division, Chris Swift and Don Connelly again provided most of the action. Swift grabbed the holeshot in both motos and Connelly was always right there ready to pounce.

In moto one, Connelly quickly made his move, passing Swift during the last lap and holding him at bay for the rest of the race to score the win.

It looked as though the song would be the same in the second moto when Swift again took the holeshot and Connelly began pestering the early leader. However, when Connelly went to pass Swift, the two riders locked elbows upon landing from a double jump and Swift went flying head over heels through the air. Despite the spectacular get-off, Swift quickly dusted himself off and jumped back on his Honda. By the time he got going again, Connelly was long gone, scoring his second win, while Swift finished a hard-earned second.

Kevin Chimits charged to victory in the first 250cc Beginner moto and appeared to be headed for another victory in the second moto when, through the last turn, first-moto fifth-place finisher Larry Sutton jumped to the inside and pushed Chimits out of the way. Despite getting stuffed back to second, Chimits still took home the first-place trophy, while Sutton ended up second. Eric Johnson had a 4-3 day for third overall.

Clinton Pierce holeshot both 80c Stock (9-11) motos but just could not do anything about Ryan Beat, who slipped by him in both motos to take the wins. Shaun Connelly earned third with a pair of thirds.

Results

INTRO TO MX A: 1. Gavilan McFarland (Suz); 2. Cory Dawson (Yam); 3. Travis Ramsey (Yam); 4. Dustin McNeil (Kaw).

INTRO TO MX B: 1. Chris Adams (Yam); 2. Joe Virdilio (Yam); 3. Kyle Adams (Kaw); 4. Justin Noble (Yam); 5. Casey Barret (Suz).

P/W: 1. Christopher Lunsbury (Yam); 2. Matthew Neilson (Yam); 3. Anthony Cavigliano (Yam); 4. Alex Morgan (Yam); 5. Dakota Gamer (Yam).

P/W (0-6): 1. Michael Hall (KTM).

P/W STK (7-8): 1. Steve Cerda (KTM); 2. Clayton Murillo (LEM); 3. Bradley Barquial (LEM); 4. Tim Taylor (LEM); 5. Justin Morgan (KTM).

JR CYCLE BEG (0-8): 1. Taylor Clemens (Kaw); 2. Erik Speck (Kaw); 3. Cody Seevers (Kaw); 4. Raymond Valdez (Kaw); 5. Zac Garcia (Kaw).

JR CYCLE STK (0-8): 1. Zachary Johnson (Kaw); 2. Kyle Spaulding (Kaw); 3. Chase Takacs (Kaw); 4. Steven Cerda (Kaw); 5. Nolan Schutz (Kaw).

60 STK (9-11): 1. Ryan Beat (Kaw); 2. Ivan Shultz (Kaw); 3. Cas Swift (Kaw); 4. Jake Bissonnette (Kaw); 5. Chris Moore (Kaw).

80 BEG: 1. David Myers (Hon); 2. Kyle De Quilleltes (Yam); 3. Joey Navarro (Kaw); 4. Waylon Blocker (Suz); 5. Robert Barner (Hon).

80 STK (9-11): 1. Ryan Beat (Hon); 2. Clinton Pierce (Suz); 3. Shaun Connelly (Suz); 4. Cas Swift (Suz); 5. Marc Abemathy (Kaw).

80 NOV: 1. Cole Sleeter (Yam); 2. Josh Navarro (Kaw); 3. Travis Bemis (Hon); 4. Nick Tyree (Yam).

80 INT: 1. Billy Laninovich (Yam).

S/MINI: 1. Billy Laninovich (Yam); 2. Nick Tyree (Yam); 3. Shaun Connelly (Suz); 4. Cole Sleeter (Yam); 5. Nate Valdez (Yam).

125 BEG: 1. Kevin Chimits (Hon); 2. Larry Sutton (Yam); 3. Eric Johnson (Hon); 4. Kevin Gerken (Kaw); 5. Lance Coshqlione (Suz).

125 (16-25): 1. Tim Beatty (Yam); 2. Mike Fox (Yam); 3. Joshua West (Suz); 5. Wilson Nichols (Suz).

125 NOV: 1. Jeremy Stenberg (Yam); 2. Matt Condon (Yam); 3. David Fox (Yam); 4. Cory Mortensen (Suz); 5. Peter Scully (Yam).

125 NOV MOD: 1. Matt Williams (Kaw); 2. Joshua West (Suz); 3. Jake Elkins (Kaw); 4. Derek Chase (Yam); 5. Jon Myers (Kaw).

125 INT: 1. Tim Beatty (Yam); 2. Marty Madsen (Yam); 3. Michael Fox (Yam); 4. Geoff Watters (Yam); 5. Wilson Nichols (Suz).

250 BEG: 1. Matt Hagstrom (Yam); 2. Brett Duff (Hon); 3. Sean McHugh (Hon); 4. Dustin Puls (Kaw); 5. Scott Ashbrenner (Suz).

250 NOV: 1. Chris Naegeh (Suz); 2. Cameron Craun (Hon); 3. Carl Chase (Kaw); 4. Zach Canizales (Suz).

250 INT: 1. Daniel Nichols (Hon); 2. Shawn Ireland (Hon).

250 PRO: 1. Jim Chamberlain (Hon); 2. David Demangos (Hon); 3. Lars Erik Larson (Hon); 4. Del Ocheltree (Suz).

O/P B (25-34): 1. Art Pifer (Hon); 2. Jeff Hatch (Yam); 3. Brian Bamhart (Suz).

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Oliver Wins Daytona Again

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1996/1995 Daytona Winner

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MAY 3 & 4

TOUR 1

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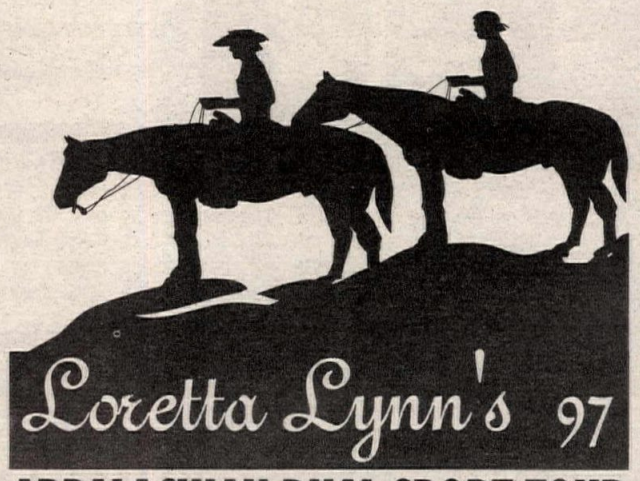

APPALACHIAN DUAL SPORT TOUR

SCHEDULE OF EVENTS:

Friday:	6-9PM	Registration at Headquarters
Saturday:	7-8:30AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:30AM	Last Check- Out
		KTM* LUNCH
	6:00PM	Last Check-In
	6:00PM	**Cycle News* Dunlop* Answer* Acerbis* Suzuki*** DINNER, Contingency Prizes & Awards. FREE to all 2-Day entrants (Family & Friends welcome for additional fee)
Sunday:	7-8:00AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:00AM	Last Check- Out
		KTM* LUNCH
	3:00PM	Awards

AWARDS

(Only 2-Day Participants eligible)

SATURDAY
SILVER FOX (Oldest Rider)
IRON BUTT
(Longest Distance on Bike to Event)
HARD LUCK

SUNDAY
DUNLOP SCAVENGER HUNT
(Winner wins four car tires!)
ANSWER POKER RUN: Riders (Top 10 Hands)
Passengers (Top 3 Hands)

SPORTSMANSHIP

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1-Day Rider	$40.00
2-Day Passenger	$40.00
1-Day Passenger	$20.00
At Event:	Add $5 ea.

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O/P B (35-39): 1. Les Abemathy (Kaw); 2. Kevin Barret (Kaw); 3. Dan Bissonette (Hon); 4. Kent Hoeft (Suz).

O/P B 40+: 1. David Hassell (Hon); 2. Karl Scantan (Hon); 3. Pat Ireland (Yam); 4. Rick Cheshire (Yam); 5. Bob Kircher (Kaw).

WMN: 1. Jeanne Swaringen (Suz); 2. Sean Hoeft (Suz).

O/P A (25-29): 1. Chad Clemen (Hon); 2. Jayson Monroe (Yam); 3. Matt Berwager (Yam); 4. Nickey Rogers (Yam).

O/P A (30-34): 1. Don Connelly (Suz); 2. Chris Swift (Suz); 3. Bob Prida (Suz); 4. Scott Richeson (Kaw); 5. Jim Flanagan (Yam).

O/P A (35-39): 1. George Speck (Hon); 2. Bil Keefe (Kaw).

Gardner rips Reddick MX

By Kyle Myers

FORT REDDICK, FL, MAR. 9

More than 350 riders competed in the opening round of the Yamaha/Parts Unlimited Florida MX Sunshine State Championship Series held at Motocross of Marion County. Todd Gardner picked up where he left off last year by winning all four motos in the Open Money and Over 25 classes.

In the first Open Money moto, Gardner led the 10-rider field into turn one with Jacob Fogg, Brad Jerminski, Al Sanders and Shaw Dunkel all in close pursuit. Fogg hounded leader Gardner for three laps until he slid out in a turn and handing second to Jerminski. Ronnie Renner was on the move after a bad start as he worked his way into fifth by the fifth circuit. Dunkel passed Sanders at the halfway point as did Renner a few turns later. Gardner held on for the seemingly easy win over Jerminski, Dunkel, Renner and Sanders.

Moto two saw Gardner grab the holeshot with Fogg, Dunkel, Sanders and Jerminski giving chase. Fogg, once again, pressured Gardner for the point position until falling on lap two. After that, Fogg packed it in for the day.

Sanders suddenly found himself in second, then he out-jumped Dunkel to take over the lead. Renner was on the move after another bad start and but was in control of fifth after only three laps. Within two laps, Renner had moved by Jerminski, Sanders and Dunkel to take over the runner-up spot, but he had no chance of catching Gardner, who was long gone at that point. When the checkered flag came out, Gardner scored the win and overall for the day.

Gardner later returned to win both Over 25 motos over Tom Dixon and Tim Eggers.

Ryan Davis was another double-class winning, topping all four motos in 80cc 12- to 15-year-old and Supermini divisions.

Kyle Chisholm was the only three class winner. Kyle scored the hat trick in the Pee-Wee Modified, 60cc 9-11-year-old and the 80cc 7-11-year-old divisions. He won all six motos.

Results

P/W(4-6): 1. Brad Bollmann (Cob); 2. Max Rash (Cob); 3. Jeff Faecke (LEM); 4. Bobby Lash (LEM); 5. Colten Maynard (LEM).

P/W (7-9): 1. Ricky Renner (LEM); 2. Deron Yelerosy (Cob); 3. John Mullerey (Cob); 4. Danny Weyer (Cob); 5. Kyle Keylon (Cob).

P/W MOD: 1. Kyle Chisholm (Cob); 2. Devon Yelerosy (Cob); 3. Danny Weyer (Cob); 4. Kyle Keylon (Cob); 5. Kurtis Halliwell (LEM).

P/W BEG: 1. Alec Ehrhardt (Yam); 2. Michael Halliwell (Yam); 3. Fawn Armstrong (Yam); 4. Brenton Alloway (Yam).

60 BEG: 1. Kyle Meeks (Kaw); 2. Tyler Nobles (Kaw); 3. Davi Bursten (Kaw); 4. Asley Jackson (Kaw); 5. Tony Diceria (Kaw).

60 (5-8): 1. Ricky Renner (Kaw); 2. Jon Camp (Kaw); 3. T.J. Rhonelli (Kaw); 4. Kyle Keylon (Kaw); 5. Danny Weyer (Kaw).

60 (9-11): 1. Kyle Chisholm (Kaw); 2. Bobby Lucroy (Kaw); 3. Forrest Smith (Kaw); 4. Randy Gamble (Kaw); 5. Jordon Gooch (Kaw).

80 BEG: 1. Brad Meeks (Hon); 2. Jeremy Sanders (Kaw); 3. Kyle Meeks (Suz); 4. Butch Fowler (Suz); 5. Justin Nobles (Hon).

80 (7-11): 1. Kyle Chisholm (Suz); 2. Kyle Williamson (Hon); 3. Dale Kump (Hon); 4. Barrett Smith (Kaw); 5. Cody Smith (Hon).

80 (12-15): 1. Ryan Davis (Kaw); 2. Quinton Bigalow (Yam); 3. Jesse Richards (Yam); 4. Brad Stevenson (Hon); 5. Shawn Mayo (Kaw).

S/MINI: 1. Ryan Davis (Kaw); 2. Quiton Bigalow (Yam); 3. Jesse Richards (Yam); 4. Kyle Chisholm (Suz); 5. Barrett Smith (Kaw).

15-24: 1. Jacob Fogg (Yam); 2. Derrick Januszyk (Kaw); 3. Ronnie Renner (Yam); 4. Chris Reynolds (KTM); 5. Jeff Neilander (Hon).

125 B: 1. Buddy Duffy (Yam); 2. Jason Fink (Kaw); 3. Kyle McAfee (Hon); 4. Scott McGuigan (Yam); 5. Andrei Boloni (Suz).

125 C: 1. Tom Parsons (Kaw); 2. Doug Wright (Yam); 3. Nash Permenter (Yam); 4. Nathan Vick (Kaw); 5. Paul Reilly (Yam).

125 BEG: 1. Mark Delopper (Kaw); 2. Brett Pace (Suz); 3. Tom Jackson (Suz); 4. Billy Wakefield (Yam); 5. Jesse Blaire (Hon).

250 OPEN C: 1. James Armitage (Kaw); 2. Sean Howard (Hon); 3. Mike Delano (Kaw); 4. Dan Sallas (Hon); 5. Neil Melby (Hon).

250/500 BEG: 1. Anibal Ratiato (Hon); 2. Richard Dicona (Hon); 3. Marc White (Hon); 4. Jim Bedgett (Yam); 5. Mike Luddy (Suz).

250 OPEN B: 1. Jason Fink (Kaw); 2. Buddy Duffy (Yam); 3. Derrick Januszyk (Kaw); 4. Jeff Neilander (Hon); 5. Mike Santala (Suz).

25+: 1. Todd Gardner (Hon); 2. Tom Dixion (Hon); 3. Tim Eggers (Suz); 4. Bryan Abel (Kaw); 5. Brian Vernes (Hon).

30+: 1. Tim Eggers (Suz); 2. Tom Dixion (Hon); 3. Willis Brock (Suz); 4. Rob Armstrong (Yam); 5. Steve Dye (Kaw).

35+: 1. Tim Eggers (Suz); 2. Willis Brock (Suz); 3. Lenard Leggett (Suz); 4. Rob Armstrong (Yam); 5. Armondo Carrasquillo (Hon).

40+: 1. Randy Kelley (Kaw); 2. Bill Hagan (Hon); 3. Duayn Emberton (Yam); 4. Rob McAfee (Kaw); 5. Robert Dare (Kaw).

50+: 1. Bill Hagar (Hon); 2. Al Gardner (Hon); 3. Robert Dare (Kaw); 4. Ted Dorman (Kaw); 5. Lou Whitney (Hon).

OPEN MONEY: 1. Todd Gardner (Hon); 2. Ronnie Renner (Yam); 3. Shaw Dunkel (Suz) 4. Brad Jerminski (Kaw); 5. Alan Sanders (Yam).

WMN: 1. Patty Whitehouse (Suz); 2. Ashley Jackson (Kaw); 3. Jessica Hand (Hon).

YTH (12-15): 1. Tom Parsons (Kaw); 2. Ray Loggins (Hon); 3. Andrei Boloni (Suz); 4. Ryan Lutz (Hon); 5. Derrick Kain (Suz).

Lacey okay at Oklahoma State Motocross Championships

By Malcolm Wood

ELK CITY, OK, MAR. 2

Brandon Lacey rode a smart race to outlast a hard-charging Kenny Bertram to win the 250cc Expert class at the opening round of the 6th annual Oklahoma State Motocross Championships at Elk City.

Moto one saw Ricky Petersen take the holeshot and hold off Lacey for several laps and, at one point, seemed to slightly pull away for a short time. However, Lacey had his sights set on the lead position, not to mention the fact that he wanted to get away from Kenny Bertram, who was breathing down Lacey's neck. Bertram showed Lacey a wheel several times, but a cool-headed Lacey just ignored the hounding and instead reeled in and passed Petersen. Before the race was over, Bertram too passed a fading Petersen.

But Lacey just could not shake the pesky Bertram. Their battle went down to the wire with Lacey taking the win and Bertram second. Petersen held on for the third. A short distance back finished Earl Kephart.

Lacey again won the second moto to take the overall win ahead of Bertram and Earl Kephart. Petersen ended up fourth.

Results

P/W (4-6): 1. Trey Canard (Kaw); 2. Jamie Siever (KTM); 3. Trevor Fletcher (Ita); 4. Andy Ruppert (KTM); 5. Royce Rosco (Act).

P/W (7-8): 1. Jake Weaver (Kaw); 2. Levi Gilliam (LEM); 3. Jake Farrow (Act); 4. Quincy Stewart (Kaw); 5. Brandon Wariner (Yam).

60 (6-8): 1. Robbie Robertson (Hon); 2. Trey Canard (Kaw); 3. Jane Weaver (Kaw); 4. Levi Gilliam (Kaw); 5. Cory Green (Kaw).

60 (9-11): 1. Thomas Hahn (Kaw); 2. Shelby Davis (Kaw); 3. Randy Childers (Kaw); 4. Preston Hamilton (Kaw); 5. Jerad DeArmon (Kaw); 6. Jacob Leighty (Kaw).

MINI BEG: l. Mark Blackwell (Hon); 2. Michael Martin (Hon); 3. Zach Blackwell (Hon); 4. Sean Antrikin (Kaw); 5. Michael Duran (Kaw).

MINI JR: l. Thomas Hahn (Hon); 2. Chris Winkler (Yam); 3. Dustin Daulton (Hon); 4. Lee Sellers (Suz); 5. Randy Childers (Hon).

MINI SR: l. Colt Humphrey (Hon); 2. Mike Odom (Hon); 3. Ryan Dirks (Yam); 4. Levi Humphrey (Hon); 5. Chris Davis (Yam).

MINI OUTLAW: l. Mike Odom (Hon); 2. Colt Humphrey (Hon); 3. Levi Humphrey (Hon); 4. Ryan Dirks (Yam); 5. Chris Davis (Yam).

WMN: 1. Laura Baker (Yam); 2. Brandi Davis (Yam); 3. Kim Brown (Suz); 4. Mandy Wegert (Yam); 5. Melissa LaPierre (Hon).

VINT: l. Brian Bowles (Hus); 2. Brett Bowles (Hus); 3. Bobby Bowles (Mai); 4. Alvin Kephart (Hus); 5. Randy Brown (Suz).

125 BEG: l. Joey Rawls (Suz); 2. Billy Brown (Yam); 3. Nathan Nelson (Hon) 4. Charley Field (Yam); 5. Chris Sherry (Yam).

125 NOV: l. Kenyon McKellar (Hon); 2. Glen Long (Yam); 3. Ryan StCyr (Yam): 4. Matthew Leach (Suz); 5. Kevin Rix (Yam).

125 INT: l. Heath Frazier (Suz); 2. Jason Baird (Hon); 3. Matt Huckelberry (Hon); 4. Bucky Hopwood (Hon); 5. Aaron Storey (Hon).

125 EX: l. Brandon Lacey (Suz); 2. Earl Kephart (Yam); 3. Kenny Bartram (Suz); 4. Justin Wohletz (Kaw); 5. Lance Jones (Hon).

250 BEG: l. B.J. Massie (Suz); 2. Nate Estes (Yam); 3. Mike Hargues (Hon); 4. Paul Gotts (Hon); 5. Chris Malicott (Kaw).

250 NOV: l. Ryan O'Neil (Hon); 2. Scott Morgan (Suz); 3. Mike Holmes (Hon); 4. Buddy Schlatter (Yam); 5. Jimmie McGuire (Hon); 6. Karl Andrews (Kaw).

250 INT: l. J.D. Bailey (Hon); 2. Roger Sparks (Yam); 3. Adam Carroll (Kaw); 4. Aubrey Crandall (Hon); 5. Shawn Stillwell (Suz); 6. Chuck Dykstra (Hon).

250 EX: l. Brandon Lacey (Suz); 2. Kenny Bertram (Suz); 3. Earl Kephart (Yam); 4. Ricky Petersen Jr. (Suz); 5. David Casada (Hon); 6. Cody Anderson (Suz).

OPEN OTLW: l. Heath Frazier (Suz); 2. Kenyon McKellar (Hon); 3. Bucky Hopwood (Hon); 4. Adam Carroll (Kaw); 5. Aubrey Crandall (Hon); 6. Ray Ruppert (Hon).

25+: 1. Steve Bayies (Suz); 2. Kevin Dunham (Suz); 3. John Vasquez (Suz); 4. Dave Hillary (Suz); 5. Tom Norris (Hon).

30+: 1. Chan Baker (Yam); 2. Steve Bayies (Suz); 3. Kevin Dunham (Suz); 4. David Eubanks (Hon); 5. Truitt Rogers (Kaw);.

40+: 1. Skip Mitchell (Hon); 2. Brad Leech (Suz); 3. Fred Overstreet (Yam); 4. Roy Canard (Kaw); 5. Gart McGlothem (Hon).

Rapp rips Buttonwillow Raceway Park RR

By David Dold

BUTTONWILLOW, CA, MAR. 9

Steve Rapp began the new season just as he left off last year, cruising to the victory in the Formula Pacific class at Buttonwillow Raceway. Despite the horsepower lost when the Cycle Gear-backed Rapp changed from his familiar Kawasaki superbike to his current Suzuki GSXR600, Rapp pulled away steadily after surviving the initial close battles off the start.

Ken Hill, new to the front of the Formula Pacific pack, led Cory Call, Dan Thorsen and Jeff Short at the finish to round out the top five. Rob Mesa struggled off the start and on the narrow, fast confines of Buttonwillow found it difficult to work his way back to the front and had to settle for sixth. Last seasons fourth place overall, Tom Aquino, could not find a way around the

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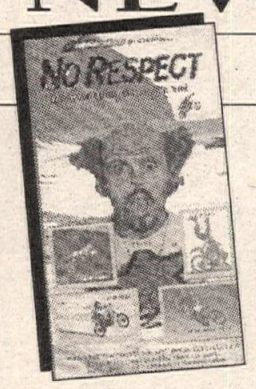

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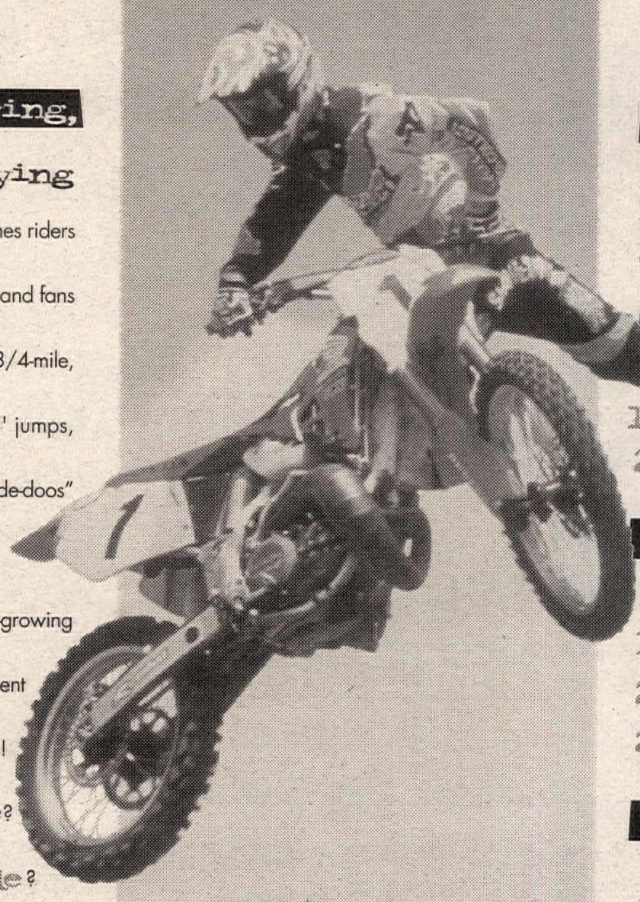

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CBR900RR of Mike Nissen and had to settle in behind for eight place.

John Hilton made the trek north from his regular Willow Springs haunt to campaign his Honda RC30. The unique drone of his V-four engine made all the more noticeable by the absence of the AFM's resident Honda superbiker and number two plate holder, Joe Brett Williams. Williams was expected to provide a serious challenge for Rapp again this season, but like last year's number three overall, Doug DeRyke, did not participate in the non-points paying event. Brian LeFevre finished 10th on his Yamaha TZ250, the first two stroke across the line.

The narrow track made passing difficult all weekend and when combined with the incredible speeds the track layout provided, made it difficult on the 250s to use their superior cornering speeds to pass and make it stick down the ensuing straight.

Grid positions are all that was at stake this weekend as the AFM elected to run the track for the first time on a non-points basis before they return to Sears Point, so Rapp still has a long season ahead of him if he wants to retain his title. Only three of last season's top ten riders competed in the opening round, with the Daytona 200 drawing several riders down to Florida. Geep Terranova is still sitting on the sidelines awaiting the funds to buy a new bike.

Results

F-PAC: 1. Steve Rapp (Suz); 2. Ken Hill (Suz); 3. Cory Call (Suz); 4. Dan Thorsen (Suz); 5. Jeff Short (Suz).

F-3: 1. Carlos Neves (Hon); 2. Max McFarland (Hon); 3. Rocky Wong (Yam); 4. Scott Anderson (Yam); 5. Peter Femenia (Hon).

OPEN GP: 1. Mike Nissen (Hon); 2. Dean Perry (Suz); 3. Bob Siebenhaar (Hon); 4. Mark Nelson (Hon); 5. Greg Prinsze (Duc).

F-2: 1. Brian LeFevre (Yam); 2. Rocky Wong (Yam); 3. Mark Ingalls (Yam); 4. Dan Cook (Yam); 5. Roque Torres (Hon).

F-1: 1. Jeff Short (Suz); 2. John Hilton (Hon); 3. Neil Parmer (Yam); 4. Tony Doran (Suz); 5. Gino Cetani (Suz).

F-SGL: 1. Eugene Mosier (Yam); 2. Russ Meagher (Yam); 3. Don Jones (Yam); 4. John Duhig (Hon); 5. Fulton Connor (Yam).

F-TW/OPEN: 1. Greg Prinsze (Duc); 2. Joe Carillo, Jr. (Duc); 3. Tom Terry (Duc); 4. Paul Orlandi (Duc); 5. James Coda (Duc).

500 TW: 1. Brian Long (Kaw); 2. David Chowenhill (Kaw); 3. Arthur Ferdinand (Kaw); 4. Brett Whitman (Kaw); 5. Simon Forder (Kaw).

450 S/BK: 1. Ross Wells III (Yam); 2. Brian Long (Kaw); 3. Dennis Presicoski (Yam); 4. Gary Hatfield (Yam); 5. Brett Whitman (Kaw).

600 S/BK: 1. Steve Rapp (Suz); 2. Mark Foster (Hon); 3. Timothy Kamholz (Suz); 4. Mike Conser (Suz); 5. Kay Vetter (Hon).

750 S/BK: 1. Dave Stanton (Suz); 2. Ken Hill (Suz); 3. Jeff Short (Suz); 4. Cory Call (Suz); 5. Tom Aquino (Suz).

OPEN S/BK: 1. Dave Stanton (Suz); 2. Mike Nissen (Hon); 3. Gary Jaehne (Hon); 4. Greg Prinsze (Duc); 5. Frank Prins (Suz).

250 S/BK: 1. Joe Carillo, Jr. (Yam); 2. Josh Scott (Hon); 3. Robert Pabon (Yam); 4. John Prelock (Kaw); 5. Brian Bartlow (Kaw).

F-40: 1. Mark Ingalls (Yam); 2. Paul Orlandi (Duc); 3. Gary Jaehne (Hon); 4. Philip Snowden (Hon); 5. Dean Perry (Suz).

S/DNSR: 1. Doug Elliott (Kaw); 2. Jesse Dolan (Hon); 3. Jove Shapiro (BMW); 4. Daniel Bannon (Kaw).

VINT (0-450): 1. Marcus Kellum (Bul).

VINT (450+): 1. Richard Haas (Tri); 2. Craig Weeks (Yam).

650 TW: 1. Jim Davis (Hon); 2. Jeff Beaubier (Hon); 3. Terry Bulaski (Hon).

250 PROD: 1. Erik Wenneker (Kaw); 2. Tom Dorsey (Kaw); 3. Francis Mazur (Kaw); 4. John Prelock (Kaw); 5. Brian Bartlow (Kaw).

450 PROD: 1. Ross Wells III (Yam); 2. Dennis Presicoski (Yam); 3. Gary Hatfield (Yam); 4. Doug Pitcock (Yam); 5. Andrew Bongiorno (Yam).

600 PROD: 1. Mark Foster (Hon); 2. Timothy Kamholz (Suz); 3. Dean Guenther (Suz); 4. Kay Vetter (Hon); 5. Mike Conser (Suz).

750 PROD: 1. Jacen Puerta (Suz); 2. Peter Moran (Suz); 3. Lee McKenna (Suz); 4. Brian Shannon (Suz); 5. Sean Crane (Suz).

OPEN PROD: 1. Gary Jaehne (Hon); 2. James King (Hon); 3. Antonio Escalante (Suz); 4. Paul Reynen (Yam); 5. Lamar Potts (Hon).

Evans emerges with LACR MX victory

By Greg Robertson

PALMDALE, CA, MAR. 2

Suzuki-mounted Dustin Evans used a 1-3 punch to top a fast 125cc Intermediate class during the opening round of California Racing Club's American Red Cross Charity Series at Los Angeles County Raceway.

Things went pretty much Evan's way as he holeshot the first moto aboard his Malcolm Smith/TNT-backed RM125 and led every lap to pick up the win. Jose Polasek had his KX125 within striking distance in second place up until the last lap when he went down and dropped to fourth. Polasek's miscue allowed Andrew Labrador to finish in the runner-up position with George LaMonte third.

Aaron Baker grabbed the second-moto start over Evans, Polasek and Dan Eckman. Evans followed Baker for a lap before railing around him in a tight left-hand turn to take the lead. Baker wasn't letting him get away and stayed glued to his back fender for a couple of laps before he was able to outbrake him at the end of a fast straight to run out front again.

Polasek was slowly closing in on the two front-runners and managed to pass Evans at the base of the over-and-under jump near the halfway point to run second. Polasek didn't give

up there, as he railed around Baker to finally get the lead a lap later. Baker didn't want to follow anybody as he shot back into the top spot with the white flag in sight.

Baker won the last-lap blitz to the checkers for the moto win. Evan's third-place finish, a few seconds behind Polasek, was good enough to sew up the overall. Polasek's runner-up effort earned second-place brass over the 8-1 of Baker and 3-6 of LaMonte.

Results

P/W (0-6): 1. Lee Saul Jr. (Yam); 2. Logan Russell (Yam); 3. Shawn Rhinehart (Yam).

P/W (7-9): 1. Ken Slater (Yam); 2. Nicholas Evans (Yam); 3. Preston Landin (Yam); 4. Brian Fitzpatrick (Suz).

S/STK (0-6): 1. Jake Canada (LEM); 2. Dustin Petty (LEM).

S/STK (7-9): 1. Billy Ballestero (Yam); 2. Shana Rhinehart (LEM); 3. Timmy Ritzler (LEM).

MOD (0-6): 1. Casey Huntley (LEM).

60 BEG: 1. Tye Hames (Kaw); 2. Tim McDaniel (Kaw); 3. Randall Hall (Kaw); 4. Bradley Hatchitt (Kaw); 5. Bryan Hatchitt (Kaw).

60 (0-8): 1. Tate Misiazek (Kaw); 2. Jonathan Arana (Kaw); 3. Bobby Hesse (Kaw).

60 (9-11): 1. Andrew Petrie (Kaw).

80 BEG: 1. Jeff Brodsly (Yam); 2. Taylor Satterfield (Hon); 3. Matt Gomez (Suz); 4. Troy Tittlemier (Hon); 5. Joe Neitzel (Kaw).

80 (7-11): 1. Scott Howe (Yam); 2. Anthony Barbacovi (Yam); 3. Dave Carter (Kaw); 4. Ryan Weber (Hon).

80 (12-13): 1. Brandon Staddan (Yam); 2. Erik Meyer (Yam); 3. Miles Buck (Suz); 4. Pat Terry (Yam); 5. Gerard Patin (Yam).

80 (14-16): 1. Christopher Gosselaar (Hon); 2. Chris Tocco (Suz); 3. Levi Reid (Yam); 4. Todd Gosselaar (Hon).

B/W: 1. Chad Frank (Hon).

125 BEG: 1. Brent Gilliam (Suz); 2. Donnie Durrer (Suz); 3. Gerard Patin (Kaw); 4. Christopher Barrett (Suz); 5. Collin Baumgard (Suz).

125 NOV: 1. Scott Priputen (Yam); 2. Jason Fonseca (Suz); 3. Tyson Tittlemier (Hon); 4. Andrew Turner (Suz); 5. Steven Harbison (Hon).

125 INT: 1. Dustin Evans (Suz); 2. Jose Polasek (Kaw); 3. Aaron Baker (Hon); 4. George LaMonte (Hon); 5. Dan Eckman (Hon).

125 PRO: 1. Erik Lindstrom (Hon).

250 BEG: 1. Michael Hull (Suz); 2. Anthony Howarth (Yam); 3. Christopher Barrett (Suz).

250 NOV: 1. Tyler Buck (Suz); 2. Tim Konkol (Yam); 3. Bob Gorman (Yam); 4. Chris Reed (Kaw); 5. Assaf Alush (Hon).

250 INT: 1. Anders Svardur (Hon); 2. Ronnie Densford (Yam); 3. Robbie Dunham (Yam); 4. Michel Becke (KTM); 5. Gary Tracy (Yam).

250 PRO: 1. Doug Parsons (Yam); 2. Jose Arce (Hon).

500 BEG: 1. Pat Dolan (Hbg).

JR VET BEG: 1. Paul Morgan (Yam); 2. Cary MacMiller (Yam); 3. Melissa Stubbs (Suz).

JR VET NOV: 1. Tim Konkol (Yam); 2. Bryan Petrie (Kaw); 3. Todd Clark (Kaw); 4. Bruce Richards (Kaw); 5. Pasha Afshar (Yam).

JR VET INT: 1. Anders Svardur (Hon); 2. Michel Becke (KTM).

JR VET EX: 1. Steve Corteville (Yam).

VET BEG: 1. Mark Fields (Yam); 2. Kory Russell (Suz); 3. John Breckshot (Hon); 4. Paul Morgan (Yam); 5. Sean Ireland (Hon).

VET NOV: 1. Bruce Richards (Kaw); 2. Mike DeStefano (Kaw); 3. Pat Dolan (Hbg); 4. Darrell Sanders (Yam); 5. Marv Church (Yam).

VET INT: 1. Randy Tittlemier (Hon); 2. Edwardo Trippo III (Hon); 3. Mike Licitra (Suz); 4. Tony Blenert (KTM); 5. Brett Allen (Hon).

VET EX: 1. Tim Telford (Hon); 2. Leo Saul (Yam).

SR AM: 1. Jack Gill (Hon); 2. Chuck Warren (Kaw); 3. Andy Gill (Yam); 4. Ress Benson (Hon); 5. Tim Williams (Kaw).

SR EX: 1. Randy Anderson (Yam).

OTH JR VET: 1. Jeff Kaplan.

OTH NOV: 1. Raleigh Webster; 2. John Webb (Hon); 3. Frank Derby (Hon); 4. Richard Powell; 5. Bill Weltman (Hon).

OTH AM: 1. Richard Bealer (Yam); 2. Don Meiner (Hon); 3. Scott Pelkey (Hon); 4. Fred Kalmick (Kaw); 5. Brian Lunt.

OTH EX: 1. Wayne Cummins; 2. Gary Willison (Kaw); 3. Scott Freeman (Hon); 4. Herb Allen; 5. Walter Miles.

OTH MSTR B: 1. Bud Lewis (Hon); 2. Dennis McAdam (Kaw); 3. Jack Boten.

OTH MSTR A: 1. Tracy Hrach (Yam); 2. Jon Miller; 3. Steve Clark (Yam).

Robbie Horton (97) leads eventual winner Kevin Walker (859) during the 125 A class outing in Society Hill, South Carolina.

Walker wins at Camp Coker Motocross

By Kirk Johnson

SOCIETY HILL, SC, MAR. 16

Yamaha of Kingsport/Scott's Kevin Walker came from behind to win the 125 A class at round one of the AMA Technosel Carolina Ultra Series. The event drew 550 riders who showed up to do battle on the always challenging Camp Coker motocross track.

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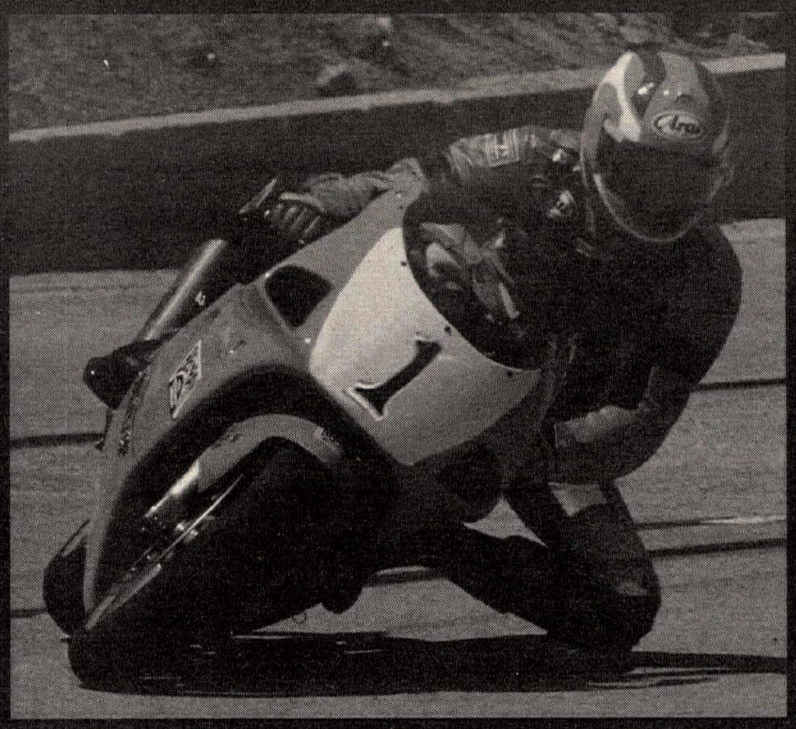

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No purchase necessary. Fill out the official entry form (or a 3" x 5" facsimile), including your name, address, city, state, ZIP, and phone number. Entries (one per person, please) must be received by PACE Motorsports by May 28, 1997. Final drawing will be held on May 31, 1997. The odds of winning will be determined by the number of entries received. All entries become the property of PACE Motorsports/Cycle News Inc. Winner's name will be available after the drawing upon request. Contest is void where prohibited. Subject to all local, state, and federal regulations. Winner shall be required to sign a statement releasing PACE Motorsports, Cycle News Inc., and all contest sponsors from any damages or injuries in conjunction with sweepstakes prizes. Tax, registration, and transportation are the responsibility of the winner. By accepting the prize, the winner agrees to accept responsibility for all licensing, registration, and tax requirements. No substitute prize given nor cash equivalent paid. If minor wins the prize, it will be awarded to a parent or legal guardian. In accepting the prize, the winner grants Cycle News Inc. permission to promote and publicize his or her photograph and the prize won. All employees of Cycle News Inc., Yamaha Motor Corp., THOR/Parts Unlimited, PACE Motorsports, and their dealers/agencies and their families are not eligible. CN

Kawasaki/Fox/FMF-backed Robbie Horton grabbed one of his many holeshots of the day in the first 125 A moto. Horton was followed by the Suzuki of Gastonia's Jim Chester, Walker, Jim's MC Sales/Pro Action's, Jim Neese and Suzuki-mounted Marcus Hedrick. Horton was able to put some distance on the rest of the pack early as Walker slipped into second, and the two riders pulled away from the field. This left Neese and Chester alone in third with fourth and fifth undecided for quite awhile as the race wore down. Hedrick was busy to fend off the advances of Yamaha-mounted Chuck Shirley.

As the moto was drawing to a close, Walker was applying heavy pressure to Horton. Horton seemed to have all the answers, but as the two started the final lap, Walker found an opening and made the pass. Horton, not to be outdone, stayed glued on his rear fender waiting for a mistake. As the two headed into the final whoop section toward the finish line, the front runners encountered a lapper. Walker chose a different line than usual and paid the price as the line lead him off the racetrack before the finish. There was nothing Walker could do but watch Horton take the win. Neese and Chester maintained their positions in third and fourth, respectively, and Shirley was able to make the pass for fifth by the end of the moto.

Horton had the quick reflexes again and grabbed the holeshot in the second 125 A moto. Walker was next in line closely followed by Hedrick, Neese and Jon Boruff. Horton and Walker again distanced themselves from the field quickly and waged their own war. Neese made quick work of Hedrick and slipped into third while Boruff stayed close during the first half of the moto.

Walker did not want to wait until the last lap to make his pass again and made his move just past the halfway point. Horton hung close but Walker proved to be too strong this moto and held on for the win. Neese came home a lonely third while Hedrick held off the late charges of Shirley to finish fourth. CN

Results

50 (4-6): 1. Madison Hambright (KTM); 2. Luke Griffis (Cob); 3. Dustin Morris (KTM); 4. Austin Stroupe (LEM); 5. Brett Michaud (KTM).

50 (7-8): 1. Chase Beck (Cob); 2. Jake Griffis (Cob); 3. Davin Price (Lem); 4. Butch Mehone (Cob); 5. Nicole Stiles (LEM).

60 (7-9): 1. Jake Grims (Kaw); 2. Aaron Nations (Kaw); 3. Eric Dudley (Kaw); 4. Thomas Hayes (Kaw); 5. Christopher Chesnee (Kaw).

60 (10-11): 1. Dustan Oates (Kaw); 2. David Walls (Kaw); 3. Michael Willis II (Kaw); 4. Isaiah Talbert (Kaw); 5. Derrick Gause (Kaw).

80 (12-15): 1. Joshua Summey (Kaw); 2. Nicholas Vargo (Suz); 3. Deavon Cheney (Suz); 4. William Bryant (Yam); 5. Daniel Rhodes (Suz).

80 (14-15): 1. Casey Barnes (Suz); 2. Nicholas Wainer (Suz); 3. Spencer Hill (Yam); 4. Danny Smith (Hon); 5. Derrick Bell (Hon).

8O D: 1. Michael Bonner (Suz); 2. Jonathan Morgan (Yam); 3. Ryan Chappell (Yam); 4. Lloyd Crysler (Hon); 5. Alex Nelson (Suz).

85 JR MINI (7-11): 1. B.J. Huntsinger (Suz); 2. Matt Miller (Suz); 3. Anthony Grims (Yam); 4. Michael Willis (Suz); 5. Stephen Shoal (Suz).

85 MOD: 1. Joshua Summey (Kaw); 2. Nicholas Vargo (Suz); 3. William Bryant (Yam); 4. Ryan Burkett (Yam); 5. Greg Junge (Kaw).

S/MINI: 1. Joshua Summey (Kaw); 2. Casey Barnes (Suz); 3. Brannon Ferguson (Kaw); 4. Spencer Hill (Yam); 5. Derrick Bell (Hon).

125 A: 1. Kevin L. Walker (Yam); 2. Robbie Horton (Kaw); 3. Jim Neese (Suz); 4. Marvin Hedrick (Suz); 5. Chuck Shirley (Yam).

125 B: 1. Aaron Day (Kaw); 2. Eric Barnes (Suz); 3. Jeffery Ryan (Suz); 4. Eric Leonard (Kaw); 5. Jamie Nicholson (Kaw).

125 C: 1. James T. Webb Jr. (Yam); 2. Trey Yonce (Hon); 3. Daron Ellenburg (Suz); 4. Brandon Hankins (Yam); 5. Chad Black (Suz).

125 D: 1. Greg Looney (Hon); 2. Jim Tinsen (Hon); 3. Jon Meachum (Yam); 4. Bradley Williams (Yam); 5. Michael Lee Carter (Hon).

25O A: 1. Jim Neese (Suz); 2. Robbie Horton (Kaw); 3. Jim Chester (Suz); 4. Kevin Walker (Yam); 5. Jon Boruff (Suz).

25O B: 1. Brian Lane (Yam); 2. Nicholas McAllister (Hon); 3. Joshua Capps (Kaw); 4. Brad Edwards (Suz); 5. Daniel Tesh (KTM).

25O C: 1. Chris Riggins (Kaw); 2. Steve Stroupe (Kaw); 3. Aaron Ellenburg (Suz); 4. Jay Taylor (Suz); 5. James Brown (Hon).

25O D: 1. Stacy Davis (Yam); 2. David Rudisill (Suz); 3. Tracy Davis (Hon); 4. Scott Tyson (Hon); 5. Robert Little (Hon).

25+ A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. William Liles (Suz); 4. David Sawter (Kaw); 5. Curtis Daniels (Yam).

25+ B: 1. Jeff Mushala (Yam); 2. Keith Nevers (hon); 3. Gary Hinkle (Yam); 4. Craig Cooler (Hon); 5. Ralph Mundell (Kaw).

25+ C: 1. Kevin Blalock (Yam); 2. Aki Relford (Hon); 3. Robbie Cashwell (Hon); 4. Lee Chapman (Kaw); 5. Nevan Rushing (Suz).

30+ A: 1. William Liles (Suz); 2. David Sawyer (Kaw); 3. Ron Jones (Suz); 4. Christopher Lefebure (Hon); 5. Vann Gibson (Hon).

30+ B: 1. Keith Nevers (Hon); 2. Dennis Davis (Suz); 3. Gregory Lykens (Suz); 4. Craig Cooler (Hon); 5. Richard Thomas (Kaw).

30+ C: 1. Eric Cook (Hon); 2. William Lauver (Hon); 3. John Parks (Suz).

40+: 1. Ron Jones (Suz); 2. Steven Lewis (Yam); 3. Darrell Bell (Hon); 4. Billy Privatte (Hon); 5. William Bryant (Yam).

UNLMTD: 1. Rodney Scott (Suz); 2. Eric Leonard (Kaw); 3. Ryan Schater (Hon); 4. Robert Smith (KTM); 5. Jason Greer (Hon).

UNLMTD C/D: 1. James Webb Jr. (Yam); 2. Justin Brooks (Kaw); 3. William Lawser (Hon); 4. Daron Petrea (Hon); 5. Shane Hager (Hon).

OPEN B/C: 1. Wayne Eller (Kaw); 2. Melton Bundrick (Hon); 3. Gregory Biggs (Hon); 4. Robert Speiss (Kaw).

SCHBY: 1. Aaron Day (Kaw); 2. Jeffrey Ryan (Suz); 3. Joshua Capps (Kaw); 4. Casey Barnes (Suz); 5. Andrei Boloni (Suz).

35+: 1. Ron Jones (Suz); 2. Steven Lewis (Yam); 3. Joey Nicky Baker (Suz); 4. Carl Vario (Hon); 5. Stuart English (Hon).

1997 Championship Point Standings

LEADERBOARD

TOM KIPP

ROAD RACING

FIM WORLD SUPERBIKE SERIES

(After 1 of 14 rounds)

1. John Kocinski (Hon), Modesto, CA (34/1 win)
2. Carl Fogarty (Duc), Great Britain (33)
3. Simon Crafar (Kaw), New Zealand (32)
4. Aaron Slight (Hon), New Zealand (25/1 win)
5. Troy Bayliss (Suz), Australia (22)
6. Colin Edwards II (Yam), Buffalo, TX (20)
7. Scott Russell (Yam), Jonesboro, GA (19)
8. Martin Craggill (Kaw), Australia (17)
9. Akira Yanagawa (Kaw), Japan (13)
10. Andreas Meklau (Duc), Australia (11)

AMA/MBNA SUPERBIKE SERIES

(After 2 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (62)
2. Miguel DuHamel (Hon), Canada (56)
3. Pascal Picotte (Suz), Canada (54)
4. Steve Crevier (Hon), Canada (53)
5. Larry Pegram (Suz), Baltimore, OH (47)
6. Aaron Yates (Suz), Milledgeville, GA (45)
7. Paul Harrell (Yam), Canyon Country, CA (38)
8. Mat Mladin (Duc), Australia (37/1 win)
   Scott Russell (Yam), Alpharetta, GA (37/1 win)
10. Eric Moe (Kaw), Spring Lake, MI (31)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES

(After 2 of 11 rounds)

1. Pascal Picotte (Suz), Canada (71/2 wins)
2. Aaron Yates (Suz), Milledgeville, GA (62)
3. Miguel DuHamel (Hon), Canada (59)
4. Steve Crevier (Hon), Canada (58)
5. Ben Bostrom (Hon), Redondo Beach, CA (54)
6. Rich Oliver (Yam), Fresno, CA (46)
7. Mike Smith (Kaw), Canton, GA (43)
8. Jason Pridmore (Suz), Ventura, CA (42)
9. Mark Miller (Suz), Long Beach, CA (41)
10. Andrew Stroud (Hon), New Zealand (40)

AMA/TEAMLINE 750cc SUPERSPORT SERIES

(After 2 of 10 rounds)

1. Jason Pridmore (Suz), Ventura, CA (72/2 wins)
2. Ben Bostrom (Hon), Redondo Beach, CA (62)
3. Dale Keiffer (Suz), Las Vegas, NV (48)
   Chris Rankin (Suz), Austin, TX (48)
5. John Jacobbi (Suz), Noblesville, IN (44)
6. Brian Gibbs (Suz), Stockbridge, GA (41)
   Kenichiro Iwahashi (Hon), Japan (41)
8. Chuck Sorenson (Hon), Discovery Bay, CA (40)
9. Dax Snow (Suz), Las Vegas, NV (37)
10. Mark McDaniel (Suz), Santa Rosa, CA (36)

AMA 250cc GRAND PRIX SERIES

(After 2 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (72/2 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (64)
3. Roland Sands (Yam), Long Beach, CA (58)
4. Greg Esser (Yam), Pompano Beach, FL (47)
5. Bobby Keith (Hon), Redwood City, CA (46)
6. John France (Hon), Melbourne, FL (42)
   Hikaru Miyagi (Hon), Japan (42)
8. Perry Melneciuc (Hon), Lehigh Acres, FL (39)
9. Leon Cortes (Hon), Coral Gables, FL (34)
10. Chris Rogers (Yam), Corona, CA (31)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES

(After 2 of 11 rounds)

1. Eric Bostrom, El Segundo, CA (71/2 wins)
2. Shawn Higbee, Manhattan Beach, CA (65)
3. Dave Estok, Daytona Beach, FL (56)
4. Jake Zemke, Paso Robles, CA (54)
5. Lance Jones, Anderson, SC (51)
6. Jody Hendley, Mission Viejo, CA (50)
7. Shaun Russell, San Jose, CA (48)
8. Jess Roeder, Monroeville, OH (45)
9. Jerry Casciero Jr., Bel Air, MD (30)
10. Nate Wait, Lodi, CA (28)
    Gary Rodgers, San Jose, CA (28)

AMA/PIRELLI FORMULA XTREME SERIES

(After 1 of 9 rounds)

1. Andrew Stroud (Hon), New Zealand (36/1 win)
2. Doug Toland (Hon), Buena Park, CA (32)
3. James Randolph (Suz), Santa Rosa, CA (30)
4. Brian Gibbs (Suz), Stockbridge, GA (28)
5. M. Ben Welch (Yam), San Diego, CA (26)
6. Dean Mizdal (Suz), Huntington Beach, CA (25)
7. Anthony Johnson (Suz), Layton, UT (24)
8. Akiharu Shigeno (Suz), Japan (23)
9. Scott Ruehle (Suz), Saint Cloud, MN (22)
10. Mike Krynock (Kaw), San Francisco, CA (21)

SUNOCO RACE FUELS FORMULA USA SERIES

(After 2 of 9 rounds)

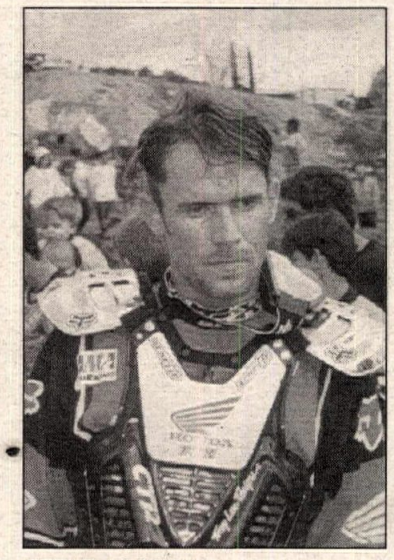
1. Dave Sadowski (Hon), Jefferson, GA (116)
2. Fritz Kling (Yam), Lansing, MI (106)
3. Andy Deatherage (Kaw), Cleveland, OH (95)
4. Tray Batey (Suz), Gallatin, TN (92)
5. Curtis Adams (Suz), Whittier, CA (70/2 wins)
   Doug Chandler (Kaw), Salinas, CA (70/2 wins)
7. Michael Fitzpatrick (Suz), Columbia, MD (66)
8. Eric Wood (Kaw), Mansfield, MA (65)
9. Jason Pridmore (Suz), Ventura, CA (64)
   Chris Carr (H-D), Valley Springs, CA (64)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES

(After 10 of 15 rounds)

1. Jeff Emig (Kaw), Riverside, CA (198/4 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA (189/1 win)
3. Larry Ward (Hon), Florence, SC (155)
4. Ezra Lusk (Suz), Bainbridge, GA (154/1 win)
5. Doug Henry (Yam), Oxford, CT (150/2 wins)
6. Mike LaRocco (Suz), South Bend, IN (148)
7. Greg Albertyn (Suz), Riverside, CA (141/1 win)
8. Jimmy Button (Yam), Phoenix, AZ (103)
9. Damon Bradshaw (Hon), Homedale, ID (95)
10. Michael Craig (Suz), Lakeside, CA (91)



STEVE LAMSON

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 4 of 7 rounds)

1. Tim Ferry (Suz), Palm Harbor, FL (88)
2. John Dowd (Yam), Chicopee, MA (86/2 wins)
3. Ricky Carmichael (Kaw), Havana, FL (67/2 wins)
4. Scott Sheak (Suz), Hudson, NY (64)
5. Stephane Roncada (Hon), France (63)
6. Greg Schnell (Yam), Rancho Cucamonga, CA (48)
7. Jeff Dement (Kaw), Humble, TX (43)
8. Robbie Skaggs (Hon), Macon, GA (42)
9. Chad Pederson (Yam), Fort Dodge, IA (37)
   David Pingree (Kaw), Menifee, CA (37)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 6 of 7 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (128/4 wins)
2. Robbie Reynard (Hon), Norman, OK (109)
3. David Vuillemin (Yam), France (104/1 win)
   Casey Johnson (Kaw), Murrieta, CA (104)
5. Craig Decker (Kaw), Palm Desert, CA (83)
6. Pedro Gonzalez (Kaw), Mexico (67)
7. Casey Lytle (Hon), Santa Clarita, CA (65)
8. Corey Keeney (Yam), Oakdale, MN (62)
9. Nathan Ramsey (Suz), Hixon, TX (60)
10. Shaun Perolio (Hon), Saugus, CA (58)

AMA 250cc NATIONAL MOTOCROSS CHAMPIONSHIP SERIES (After 1 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (50/1 win)
2. Jeremy McGrath (Hon), Canyon Lake, CA (44)
3. John Dowd (Yam), Chicopee, MA (36)
   Damon Bradshaw (Hon), Homedale, ID (36)
5. Larry Ward (Hon), Florence, SC (29)
6. Jimmy Button (Yam), Phoenix, AZ (28)
7. Mike Kiedrowski (Hon), Acton, CA (26)
8. Doug Henry (Yam), Oxford, CT (25)
9. Mike LaRocco (Suz), South Bend, IN (20)
10. Jason McCormick (Yam), Vancouver, WA (19)

AMA 125cc NATIONAL MOTOCROSS CHAMPIONSHIP SERIES (After 1 of 13 rounds)

1. Ricky Carmichael (Kaw), Havana, FL (47/1 win)
2. Steve Lamson (Hon), Riverside, CA (41)
3. Kevin Windham (Yam), Baton Rouge, LA (38)
   Mike Craig (Hon), Lakeside, CA (38)
5. Robbie Reynard (Hon), Norman, OK (31)
6. Scott Sheak (Hon), Germantown, NY (29)
7. Michael Brandes (Yam), Menifee, CA (26)
8. Casey Johnson (Kaw), Murrietta, CA (21)
9. Stephane Roncada (Hon), France (20)
   Brian Deegan (Suz), Sun City, CA (20)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 1 of 24 rounds)

1. Terry Poovey (Rtx), Euless, TX (23/1 win)
2. Brett Landes (ATK), Los Gatos, CA (19)
3. Jay Springsteen (H-D), Lapeer, MI (16)
4. Dan Butler (Rtx), Waterford, MI (15)
5. Davey Camlin (Rtx), Rock Island, IL (14)
6. Willie McCoy (ATK), Richardson, TX (13)
7. Mike Hacker (Rtx), Prince George, VA (12)
8. Paul Iwanaga (Hon), Gilroy, CA (11)
9. Johnny Murphee (W-R), Paso Robles, CA (10)
10. Charlie Orr (Rtx), Irving, TX (9)

DAVEY CAMLIN

AMA NATIONAL HOT SHOE DIRT TRACK SERIES

(After 2 of 16 rounds)

1. Kenny Coolbeth (W-R), Warren, CT (38/1 win)
2. Terry Poovey (Rtx), Euless, TX (23/1 win)
3. Lonnie Pauley (Rtx), Salinas, CA (19)
   Brett Landes (ATK), Los Gatos, CA (19)
5. Scott Parker (H-D), Swartz Creek, MI (16)
   Scott Shin (H-D), Berwick, IL (16)
7. Roger Durkee Jr. (Rtx), Dudley, MA (15)
8. Morgan Coolbeth (Rtx), Warren, CT (14)
   Willie McCoy (Rtx), Richardson, TX (14)
10. Ryan Anderson (W-R), Portland, OR (13)
    Will Davis (ATK), Goldsboro, NC (13)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 3 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ (80/2 wins)
2. Randy Hawkins (Yam), Travelers Rest, SC (67)
3. Ty Davis (Kaw), Hesperia, CA (60/1 win)
4. Donnie Book (Kaw), Gypsum, CO (31)
5. Matt Stavish (KTM), Blaine, MN (29)
6. Forrest Tubin (KTM), Casper, WY (26)
7. Mike Monroe (Yam), Albaster, AL (21)
   Duane Conner (Yam), Washington, PA (21)
9. Frank Ramey (KTM), Abbeville, SC (18)
   Josh Whitaker (Hon), Plano, TX (18)
   Jason Dahners (KTM), Redmond, WA (18)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES

(After 2 of 6 rounds)

1. Ty Davis (Kaw), Hesperia, CA (60/2 wins)
2. Brian Brown (Kaw), Nampa, ID (39)
3. Nick Pearson (KTM), Pioche, NV (34)
4. Steve Hengeveld (Kaw), Phelan, CA (29)
5. Greg Zitterkopf (KTM), Chino, CA (25)
   Jim Gray (KTM), Gunnison, CO (25)
7. Ed McCoy (Kaw), Virginia City, NV (22)
   Russell Pearson (KTM), Pioche, NV (22)
9. Paul Krause (Kaw), Irvine, CA (21)
   Donnie Book (Kaw), Gypsum, CO (21)

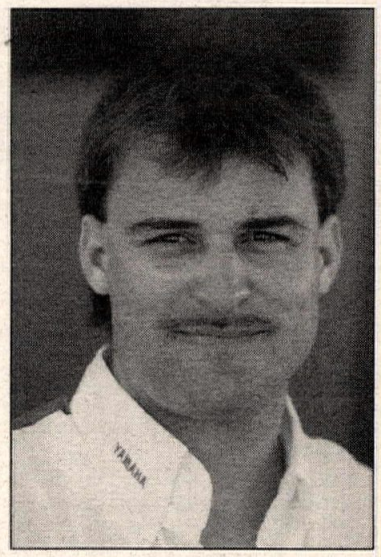
AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES (After 2 of 8 rounds)

1. Rodney Smith (Suz), Oakley, CA (50)
2. Paul Edmondson (Suz), Great Britain (48/1 win)
3. Steve Hatch (Suz), Ithaca, NY (42)
4. Patrick Garrahan (KTM), Boulder Creek, CA (33)
5. Ty Davis (Kaw), Hesperia, CA (30/1 win)
   Jason Dahners (KTM), Redmond, WA (30)
7. Brian Garrahan (Kaw), Boulder Creek, CA (28)
8. Rob Kopp (Kaw), Mica, WA (26)
9. Aaron Sykes (Kaw), Cotati, CA (24)
   Destry Abbott (KTM), Glendale, AZ (24)

AMA GRAND NATIONAL CROSS COUNTRY SERIES

(After 2 of 13 rounds)

1. Steve Hatch (Suz), Ithaca, NY (55/1 win)
2. Rodney Smith (Suz), Oakley, CA (45/1 win)
3. Scott Summers (Hon), Petersburg, KY (39)
   Ty Davis (Kaw), Hesperia, CA (39)
5. Scott Plessinger (KTM), Hamilton, OH (31)
6. Randy Hawkins, (Yam), Travelers Rest, SC (30)
7. Doug Blackwell (Yam), Parkersburg, WV (28)
8. Duane Conner (Yam), Washington, PA (20)
9. Fred Andrews (Yam), Salem, OH (18)
10. Chris Smith (Hon), Great Meadows, NJ (15)



DOUG BLACKWELL

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The World 4-Stroke MX Championships

Sun. April 27 Glen Helen Park San Bernardino CA

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'97

Four-Stroke World Championship MX • Only 4-Strokes Race
Maxima-*AMA* Western National Four-Stroke MX Series
Vintage Bike Show • Classes for All Riders • No Membership

EVENT INFORMATION
Saturday April 26: 4-Stroke Practice 8AM to Noon - Overnight Camping
Sunday Gates Open 6 AM - Practice 8 AM - Race 9:15 AM
Sportsmen $30/class - Pro $85 • Min. 6 riders/class: Nov, Int, Pro, Vet
Classes: Dual Sport; Mini to 150; 300; 450; Open, Vintage, Open Pro
Great Awards • $4500 Pro Purse (AMA Membership Req'd in Open Pro)

Co-Sponsors: WEB-CAM Performance Camshafts, Barnett, DIRT SQUIRT PRODUCTS, MOTUL Synthetic Lubricants

Championship Four Stroke Track Challenging and Fun!

3rd Annual White Brothers Vintage Dirt Bike Show
Celebrity Judges • Beautiful Plaques • Grass Area
CLASSES: 4-Stroke OffRoad/Race • 2-Stroke OffRoad/Race
Sponsored by White Brothers

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Take Palm/Kendall Offramp on Interstate 215 and go West.
Gate Fee $10 Adults • Under 12 Free • Gates Close 10PM
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Rooms also available at Motel 6 • 909-887-8191

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TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat., April 12	Open MX & Dirt Track Practice 10:00am-3:00pm Motorcycle & Quads - Class C Traction
Sat., April 26	Open MX & Dirt Track Practice 10:00am-3:00pm Motorcycle & Quads - Class C Traction
Sat., May 17	A.H.R.M.A. Regional Dirt Track Series
Sun., May 18	A.H.R.M.A. National Dirt Track Series

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA
CHECK DATES AND TIMES FOR APRIL MX PRACTICE
CALL 24 HOURS FOR RACE & PRACTICE INFO:
(909) 880-3090
http://www.ccweb.com/glenhelen

Thurs., April 3	MX Practice 8:00am till Dusk
Sat., April 5	MX Practice 8:00am till 3:00pm
Sun., April 6	The Six Hours of Glen Helen Team Race
Thurs., April 10	MX Practice 8:00am till Dusk

WHITE BROTHERS 4-STROKE NATIONAL APRIL 27th
AMA AMATEUR NATIONAL DAYS MAY 9th & 10th

MOTOWEST RACING ENT.
1997 Northern California MX Schedule

Saturday, April 5	Sat. Night MX Rnd. #2 - Club Moto
Saturday, April 12	Sat. Night MX Rnd. #3 - Club Moto
Saturday, April 26	Open MX Practice (8am-2pm)
Sunday, April 27	CMC Spring Classic MX Series-Hollister Hills

Day Races - gates open at 6am / Night Races - gates open at 3 pm, practice at 5pm
For more info call (415) 587-8678

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A Rider For the Riders

Sat., April 5	GFI Saturday Practice (8am - 1pm)	Perris
Sat., April 12	GFI Saturday Practice (8am - 1pm)	Perris
Sat., April 19	GFI Showdown Warm Up	Perris
Sun., April 20	CRC GP	Perris
Sat., April 26	Saturday Practice (8am - 1pm)	Perris

25th Annual GNC Texas Motocross Series
April 13, 1997
Burleson MX Park
Burleson, TX
Call: 214-351-9900
GNC MOTOCROSS

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
4/13 Shah Alam, Malaysia, Rnd 1
4/20 Suzuka, Japan, Rnd 2
5/4 Jerez de la Frontera, Spain, Rnd 3
5/18 Mugello, Italy, Rnd 4
6/1 Osterreichring, Austria, Rnd 5
6/8 Paul Ricard, France, Rnd 6
6/28 Assen, Holland, Rnd 7
7/6 Imola, Italy, Rnd 8
7/20 Nurburgring, Germany, Rnd 9
8/3 TBA, Rnd 10
8/17 Donington Park, England, Rnd 11
8/31 Brno, Czech Republic, Rnd 12
9/14 Catalunya, Spain, Rnd 13
9/28 Sentul, Indonesia, Rnd 14
10/5 Phillip Island, Australia, Rnd 15

World Superbike Championship Series
4/20 Misano, Italy, Rnd 2
5/4 Donington Park, England, Rnd 3
6/8 Hockenheim, Germany, Rnd 4
6/22 Monza, Italy, Rnd 5
7/13 Laguna Seca, CA, Rnd 6
8/3 Brands Hatch, England, Rnd 7
8/17 Osterreichring, Austria, Rnd 8
8/31 Assen, Holland, Rnd 9
9/7 TBA, Rnd 10
9/21 Albacete, Spain, Rnd 11
10/5 Sugo, Japan, Rnd 12
10/12 Sentul, Indonesia, Rnd 13
TBA Shah Alam, Malaysia, Rnd 14

World Supersport Championship
4/20 Misano, Italy, Rnd 1
5/4 Donington, England, Rnd 2
6/8 Hockenheim, Germany, Rnd 3
7/22 Monza, Italy, Rnd 4
8/3 Brands Hatch, England, Rnd 5
8/17 Osterreichring, Austria, Rnd 6
8/31 Assen, Holland, Rnd 7
9/7 Oschersleben, Germany, Rnd 8
9/21 Albacete, Spain, Rnd 9
10/5 Sugo, Japan, Rnd 10
10/12 Sentul, Indonesia, Rnd 11

World Endurance Road Race Series
4/12-13 Le Mans, France, Rnd 1
7/12-13 Spa, Belgium, Rnd 2
7/27 Suzuka, Japan, Rnd 3
9/20-21 Bol d'Or, France, Rnd 4

World Championship Trials Series
4/6 Spain, Rnd 1
4/13 Luxembourg, Rnd 2
5/18 Belgium, Rnd 3
5/25 San Marino/Italy, Rnd 4
6/22 France, Rnd 5
6/29 Italy, Rnd 6
7/13 Andorra, Rnd 7
7/27 United States, Rnd 8
8/31 Czech Republic, Rnd 9
9/7 Germany, Rnd 10

Motocross des Nations
9/14 Nismes, Belgium

Trials des Nations
9/28 England

Enduro World Championship Series
4/5-6 Guadalajara, Spain, Rnd 1
4/12-13 Figueira da Foz, Portugal, Rnd 2
5/10-11 Semily, Czech Republic, Rnd 3
5/17-18 Puy-en-Velay, France, Rnd 4
6/7-8 Belo Horizonte, Brazil, Rnd 5
6/13-14 Belo Horizonte, Brazil, Rnd 6
7/19-20 Hassleholm, Sweden, Rnd 7
7/26-27 Riihimaki, Finland, Rnd 8

International Six-Day Enduro/ISDE
8/19-24 Brescia, Italy

World Championship 500cc Motocross Series
4/6 Castiglione L., Italy, Rnd 2
4/20 Sittendorf, Austria, Rnd 3
4/27 Payerne, Switzerland, Rnd 4
6/1 Jinin, Czech Republic, Rnd 5
6/8 Halle, Netherlands, Rnd 6
6/29 Udevalla, Sweden, Rnd 7
7/6 Farleigh C., England, Rnd 8
7/20 Laguepie, France, Rnd 9
8/3 Namur, Belgium, Rnd 10
8/10 Bockholtz, Luxembourg, Rnd 11
8/24 Holzgerlingen, Germany, Rnd 12

World Championship 250cc Motocross Series
4/13 Valkenswaard, Netherlands, Rnd 3
4/20 Cingoli, Italy, Rnd 4
5/4 Brou, France, Rnd 5
5/11 Loket, Czech Republic, Rnd 6
5/25 Foxhill, England, Rnd 7
6/8 Borgo Mag, Italy, Rnd 8
6/22 Kester, Belgium, Rnd 9
7/6 Belo Horizonte, Brazil, Rnd 10
7/13 Maracay, Venezuela, Rnd 11
8/3 Jogyakarta, Indonesia, Rnd 12
8/17 Gdynia, Poland, Rnd 13
8/31 Roggenburg, Switzerland, Rnd 14
9/7 Gaildorf, Germany, Rnd 15

World Championship 125cc Motocross Series
4/13 Pernes, France, Rnd 2
4/20 Bellpuig, Spain, Rnd 3
5/4 Schwanenstadt, Austria, Rnd 4
5/11 Maggiora, Italy, Rnd 5
5/25 Foxhill, England, Rnd 6
6/1 Orehova Vas, Slovenia, Rnd 7
6/22 Gerstetten, Germany, Rnd 8
7/13 Vantaa, Finland, Rnd 9
8/10 Velke Uherce, Slovakia, Rnd 10
8/17 Neeroeteren, Belgium, Rnd 11
8/31 Lierop, Netherlands, Rnd 12

World Championship Speedway Qualifier Series
5/4 Ljubljana, Slovenia
5/4 Terenzano, Italy
5/4 Czestochowa, Poland
5/19 Abensberg, Germany
6/7 Hyvinkaa, Finland
6/8 Pocking, Germany
6/8 St. Johann, Austria
7/27 Lonigo, Italy
7/27 Vastevik, Sweden
10/5 Wiener-Neustade, Austria

World Championship Individual Speedway Grand Prix Series
5/17 Prague, Czech Republic, Rnd 1
6/14 Linkoping, Sweden, Rnd 2
7/5 Landshut, Germany, Rnd 3
8/9 Coventry, England, Rnd 4
8/30 Wroclaw, Poland, Rnd 5
9/20 Vojens, Denmark, Rnd 6

World Championship Team Speedway
6/21 Krsko, Slovenia
8/24 Debrecen, Hungary
9/14 Pila, Poland

AMA Superbike National Championship
4/18-20 Monterey, CA, Rnd 3
6/6-8 Elkhart Lake, WI, Rnd 4
6/13-15 Loudon, NH, Rnd 5
6/27-29 Brainerd, MN, Rnd 6
7/18-20 Lexington, OH, Rnd 7
8/15-17 Colorado Springs, CO, Rnd 8
8/29-31 Sonoma, CA, Rnd 9
10/3-5 Las Vegas, NV, Rnd 10

AMA Supercross Series
4/5 St. Louis, MO, Rnd 11
4/12 Pontiac, MI, Rnd 12
4/19 Charlotte, NC, Rnd 13
4/26 Dallas, TX, Rnd 14
5/17 Las Vegas, NV, Rnd 15

AMA National Motocross Series
5/4 Sacramento, CA, Rnd 2
5/11 San Bernardino, CA, Rnd 3
5/25 Mount Morris, PA, Rnd 4
6/15 Budds Creek, MD, Rnd 5
6/22 Southwick, MA, Rnd 6
7/6 Buchanan, MI, Rnd 7
7/20 New Berlin, NY, Rnd 8
7/27 Troy, OH, Rnd 9
8/3 Millville, MN, Rnd 10
8/17 Washougal, WA, Rnd 11
8/24 Binghamton, NY, Rnd 12
8/31 Delmont, PA, Rnd 13

AMA Grand National Championship Series
5/3 Mineral Wells, WV, Rnd 2
5/17 Harrington, DE, Rnd 3
5/25 Springfield, IL, Rnd 4
5/31 LaSalle, IL, Rnd 5
6/14 Terre Haute, IN, Rnd 6
6/21 Sedalia, MO, Rnd 7
6/28 Lima, OH, Rnd 8
7/5 Lake Odessa, MI, Rnd 9
7/13 DuQuoin, IL, Rnd 10
7/19 Oklahoma City, OK, Rnd 11
7/26 Rossburg, OH, Rnd 12
8/3 Peoria, IL, Rnd 13
8/6 Rapid City, SD, Rnd 14
8/9 East Moline, IL, Rnd 15
8/16 Indianapolis, IN, Rnd 16
8/23 Hagerstown, MD, Rnd 17
8/31 Springfield, IL, Rnd 18
9/7 Syracuse, NY, Rnd 19
9/13 Shakopee, MN, Rnd 20
9/20 TBA, Rnd 21
9/27 Sacramento, CA, Rnd 22
10/4 Las Vegas, NV, Rnd 23
10/12 Del Mar, CA, Rnd 24

AMA National Championship Enduro Series
4/20 Shelton, WA, Rnd 4
5/4 Wellston, OH, Rnd 5
6/29 Akeley, MN, Rnd 6
7/13 Drummond Island, MI, Rnd 7
7/20 Rand, CO, Rnd 8
10/26 Delaware City, DE, Rnd 9

AMA National Reliability Enduro Series
Eastern Region
5/17-18 New Waverly, TX, Rnd 2
5/24 McArthur, OH, Rnd 3
Western Region
4/26-27 Lakeport, CA, Rnd 1
5/31-6/1 Idaho City, ID, Rnd 2
6/7-8 Tillamook, OR, Rnd 3
6/21-22 Yamhill, OR, Final

AMA National Championship Hare & Hound Series
4/12 Jericho, UT, Rnd 3
9/21 Yerington, NV, Rnd 4
10/12 Oreanna, ID, Rnd 5
10/26 Lucerne Valley, CA, Rnd 6
11/1 Wells, NV, Rnd 7
Info 614/891-2425

AMA/District 10 Hare Scrambles Series
4/27 Owenton, KY
8/3 Owenton, KY
9/14 Bedford, KY
10/19 Madisonville, KY
Info 606/472-3442 or 502/821-7421

AMA Missouri Hare Scrambles Championship
4/20 Cole Camp, MO
4/27 Alton, MO
5/25 Canton, MO
6/8 Collins, MO
6/22 Steeleville, MO
6/29 Park Hills, MO
7/13 Tebbetts, MO
7/27 Kahoka, MO
8/3 Lebanon, MO
8/17 Knob Noster, MO
9/7 Smithville, MO
9/14 Festus, MO
10/5 Park Hills, MO
Info 417/537-8406

AMA National Championship Hare Scrambles Series
4/6 Hurricane Mills, TN, Rnd 3
4/13 Good Springs, PA, Rnd 4
7/27 Kahoka, MO, Rnd 5
9/7 Millfield, OH, Rnd 6
9/28 Henryetta, OK, Rnd 7
10/12 Lynnville, IN, Rnd 8

AMA Grand National Cross Country Series
4/6 Hurricane Mills, TN, Rnd 4
4/20 Clarksburg, WV, Rnd 5
5/11 Brownsville, PA, Rnd 6
6/1 Boyers, PA, Rnd 7
6/15 Elizabeth, WV, Rnd 8
9/7 Millfield, OH, Rnd 9
9/21 Mount Morris, PA, Rnd 10
10/5 Crawfordsville, IN, Rnd 11
10/19 Lisbon, OH, Rnd 12
10/26 Alton, VA, Rnd 13
Info 304/284-0084

AMA/Maxima Western National Four Stroke MX Series
4/13 Phoenix, AZ
4/27 San Bernardino, CA
5/4 Sacramento, CA *
5/11 San Bernardino, CA *
6/1 Albany, OR
7/6 Grand Junction, CO
7/20 Boise, ID
8/17 Washougal, WA *
* Denotes those races run in conjunction with 125 & 250cc AMA Nationals
Info 916/365-1979 or 503/654-6340

Evolution of Motocross Series
Western Region
4/6 Phoenix, AZ
5/3 Sacramento, CA
5/10 San Bernardino, CA
5/31 Albany, OR
7/5 Grand Junction, CO
7/20 Boise, ID
8/16 Washougal, WA
Eastern Region
TBA Muddy Creek, TN
6/7 Delmont, PA
7/5 Binghamton, NY
8/31 Raceway Park, NJ
9/27 Hurricane Hills, PA
10/19 Red Bud, MI
Info 209/252-9053

AMA National Championship Hillclimb Series
5/18 Middlebury, IN, Rnd 1
6/1 Jefferson, PA, Rnd 2
6/8 Steel City, PA, Rnd 3
6/15 Avoca, NY, Rnd 4
7/20 Marquette, MI, Rnd 5
8/3 Jefferson, PA, Rnd 6
8/17 Dansville, NY, Rnd 7
8/30 Haydenville, OH, Rnd 8
9/14 Steel City, PA, Rnd 9
9/21 Middlebury, IN, Rnd 10
9/28 Jefferson, PA, Rnd 11
10/12 Oregonia, OH, Rnd 12

AMA/District 34/MSC C'ship Motocross Series
5/16 Modena, NY
5/23 Walden, NY
4/6 Walden, NY
4/13 Modena, NY
4/19 Walden, NY
4/20 Modena, NY
4/27 Claverack, NY
5/4 Modena, NY
5/11 Walden, NY
5/18 Claverack, NY
5/25 Monticello, NY
6/1 Modena, NY
6/8 Modena, NY
6/15 Monticello, NY
6/22 Walden, NY
6/29 Modena, NY
7/6 Monticello, NY
7/13 Modena, NY
7/27 Walden, NY
8/3 Claverack, NY
8/10 Monticello, NY
8/17 Walden, NY
8/31 Modena, NY
9/7 Modena, NY
9/14 Claverack, NY
9/21 Modena, NY
9/28 Walden, NY
10/5 Modena, NY
10/12 Modena, NY
10/19 Walden, NY
10/26 Modena, NY
11/2 Modena, NY
11/9 Walden, NY
Info 518/828-6149

AMA/U.S. Eastern Pro-Am Motocross Spring Series
4/13 Elizabeth City, NC
4/27 Sanford, NC
5/4 Reidsville, NC
5/18 Danville, VA
5/25 Elizabeth City, NC
6/1 Dillwyn, VA
6/1 Dillwyn, VA
Info 804/724-4392

AMA Pacific Northwest Motocross Championship
7/5 Woushougal, WA, Rnd 1
7/6 Mountain View, WA, Rnd 2
7/20 Clarks Branch, WA, Rnd 3
7/27 Ward Creek, WA, Rnd 4
8/3 Washougal, WA, Rnd 5
Info 541/673-1671

AMA/Grand Championship Pro-Am Series
7/6 Reidsville, NC
7/13 Dillwyn, VA
7/20 Reidsville, NC
7/26 Danville, VA
7/27 Danville, VA
8/10 East Bend, NC
8/24 Danville, VA
9/20 Danville, VA
Info 804/724-4392

AMA/U.S. Eastern Pro-Am Motocross Fall Series
9/7 Dillwyn, VA
9/14 Elizabeth City, NC
9/20 Danville, VA
10/5 Dillwyn, VA
10/12 Elizabeth City, NC
10/19 Danville, VA
11/2 Dillwyn, VA
11/16 Danville, VA
Info 804/724-4392

AMA/Best of Georgia Championship Motocross Series
4/6 Macon, GA
4/20 Roberta, GA
5/25 Dalton, GA
9/7 Macon, GA
9/21 Breman, GA
9/28 Roberta, GA
10/5 Dalton, GA
10/12 Macon, GA
Info 912/788-0413

AMA/Prostar Drag Racing Series
4/25-27 Commerce, GA, Rnd 2
6/21-22 Petersburg, VA, Rnd 3
8/15-17 Indianapolis, IN Rnd 4
9/5-7 Atco, NJ,Rnd 5
10/4-5 Columbus, OH, 6
11/13-16 Gainesville, FL, Rnd 7

IDBA Motorcycle Nationals
5/3-4 Oklahoma City, OK, Rnd 1
6/14-15 Norwalk, OH, Rnd 2
7/19-20 Columbus, OH, Rnd 3
8/9-10 Morocco, IN, Rnd 4
9/27-28 Greensboro, NC, Rnd 5
10/18-19 Memphis, TN, Rnd 6

AMA North Eastern Cross Country Series
4/13 Good Springs, PA
5/11 Jennerstown, PA
5/25 TBA
6/8 Lowville, NY
7/6 Moravia, NY
7/13 S. Edmonsten, NY
8/3 Lowville, NY
8/31 Little Genesee, NY
9/7 Millfield, OH
9/21 TBA
10/12 S. Edmonsten, NY
11/2 Palmyra, NY
Info 800/335-3833

AMA Virginia Flat Track State Championship Series
5/18 Danville, VA
6/14 Danville, VA
7/26 Danville, VA
8/23 Danville, VA
10/19 Danville, VA
11/16 Danville, VA
Info 804/836-0710 or 804/724-4392

AMA Hot Shoe C'ship Series
5/11 Marietta, OH
6/7 Dayton, OH
6/8 Peoria, IL
6/15 Indianapolis, IN
6/20 W. Plains, MO
6/22 Decatur, IL
6/27 Orrville, OH
7/4 Frederick, MD
7/26 Spokane, WA
8/2 Peoria, IL
8/22 Greenville, OH
8/30 Springfield, IL
9/5 Castle Rock, WA
9/6 Castle Rock, WA
Info 614/891-2425

AMA/District 36 Enduro Series
4/20 Navarro, CA
4/26 Cow Mountain, CA
5/3 Georgetown, CA
5/17 Foresthill, CA
5/17 Foresthill, CA
5/25 Eureka, CA
6/1 Omo Ranch, CA
6/8 Long Barn, CA
8/19 Stonyford, CA
8/26 Elkins Flat, CA
9/28 Hollister, CA
10/19 Stonyford, CA
10/26 Elkins Flat, CA
11/1 Upper Lake, CA
11/9 Stonyford, CA
11/16 Ballinger Canyon, CA
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA Amateur/Youth National Dirt Track Championship
7/8 Indianapolis, IN
7/9 Indianapolis, IN
7/11 Indianapolis, IN
7/12 Indianapolis, IN
Info 219/486-7172

AMA/District 36 Amateur/Youth Dirt Track Championship Series
4/5 Lodi, CA, Rnd 1,2
4/6 Lodi, CA, Rnd 3,4
4/12 Lodi, CA, Rnd 5,6
4/19 Lodi, CA, Rnd 7,8
4/27 Lodi, CA,Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
7/26 Lodi, CA, Rnd 28,29
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182/Newman 209/463-6224

AMA/District 36 Vintage Dirt Track Championship Series
4/5 Lodi, CA, Rnd 1,2
4/6 Lodi, CA, Rnd 3,4
4/12 Lodi, CA, Rnd 5,6
4/19 Lodi, CA, Rnd 7,8
4/27 Lodi, CA, Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182/Newman 209/463-6224

AMA National Dual Sport Trail Ride Series
4/19-20 New Waverly, TX
5/3-4 Hurricane Mills, TN
5/17-18 Millfield, OH
5/31-6/1 Mill Hall, PA
6/7-8 St. Charles, MO
6/7-8 Lake Isabella, CA
6/7-8 Loudon, NH
6/21-22 Renfro Valley, KY
7/6-11 Redding, CA
7/12-13 Brightwood, OR
7/19-20 Davis, WV to VA
7/27-8/1 Newberry, MI
8/23-24 Columbus, IN
9/6-7 Golden Pond, KY
9/10-13 Steamboat Springs, CO
9/13-14 Elizabeth, WV
9/27-28 Phoenix, AZ
10/4-5 St. George, UT
10/4-5 Mount Solon, VA
10/11-12 Angels Camp, Ca
10/18-19 McArthur, OH
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series
4/6 Hollister Hill, CA, Rnd 9
4/13 Petaluma, CA, Rnd 10
4/26-27 Lakeport, CA, Rnd 11
5/10-11 Virginia City, NV, Rnd 12
5/17-18 Foresthill, CA, Rnd 13
9/21 Yerington, NV, Rnd 14
10/5 TBA, Rnd 15
11/2 Prairie City, CA, Rnd 16
11/16 Wilseyville, CA, Rnd 17
11/29 TBA, Rnd 18
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series
4/6 Barstow, CA
4/13 Newhall, CA
5/3-4 Gorman, CA
5/17-18 Ridgecrest, CA
6/7-8 Lake Isabella, CA*
6/22 Angeles NF, CA
7/6-11 Redding, CA*
7/12-13 Sequoia NF, CA
7/26-27 Mammoth Lakes, CA
8/9-10 Big Bear Lake, CA
8/23-24 Bass Lake, CA
9/14 Kernville, CA
9/20-21 Bishop, CA
9/28 Big Bear Lake, CA
10/4-5 Bishop, CA
10/12 Victorville, CA
10/19-25 Ridgecrest, CA
11/1-2 Death Valley, CA
11/8-9 State Line, NV
11/16 Riverside, CA
11/28-29 LA-Barstow-Las Vegas*
12/28 Mojave, CA
*National Trail Ride Series Event
Info 818/249-2141 (3,1)

AMA/District 37 Big 6 Grand Prix Series
4/5-6 Twentynine Palms, CA, Rnd 3
5/3-4 TBA, Rnd 4
10/4-5 TBA, Rnd 5
11/1-2 Gorman, CA, Rnd 6
Info 909/678-0419

AMA U.S. Mega Series
4/6 London, KY
4/20 Society Hill, SC
4/27 Blountville, TN
5/4 Wytheville, VA
6/8 Blountville, TN
7/6 London, KY
7/12-13 Blountville, TN
7/20 Wytheville, VA
9/7 Blountville, TN
9/21 Forest City, NC
9/28 Blountville, TN
10/4-5 London, KY
10/18-19 Blountville, TN
Info 423/323-5497

AMA Tecnosel Carolina Ultra Series
4/13 Forest City, NC
5/18 Columbus, NC
5/25 Forest City, NC
6/1 Lincolnton, NC
8/31 Lincolnton, NC

Cliff Castle Casino & Best Western Lodge
Proudly Present The 2nd Annual

"Weekend of Thunder"

SATURDAY AND SUNDAY
APRIL 12 & 13
Verde Valley Motorplex - Cottonwood, AZ

SATURDAY, APRIL 12
the Southwest Amateur National Motocross Qualifier for Sunday's Final
50% Trophies
to all qualifiers in Sunday's Final!
5' Championship Trophies to Sunday Class Winners!
All 2 and 4 Stroke Classes Available
Guaranteed $2000 Pro Purse!
to be divided between all pro classes
Double D & NAMA Doin' Arizona Motocross Right!
For Info call
(602) 849-1572 or (602) 519-8025
For Hotel Reservations (800) 524-6343
(ask for Racer Rates)

SUNDAY, APRIL 13
Featuring Round One of the 1997 Maxima-AMA Western National 4-Stroke Motocross Series
$5000 Pro Purse
If you missed him at the Sun Devil Supercross, this will be your only chance to see '96 event champ Lance Smail strut his stuff on the factory KTM 620.
Also Team Husaberg's Guy Cooper, Mike Young, and Shawn Kalos; Team Kawasaki's Ty Davis; Team White Brothers' Spud Walters; Team IMS's Mike Healy; along with Arizona's Gary Dircks, Destry Abbott, Robert Naughton and more!
Special appearance by those incredible, awesome
Sidehacks!
You haven't really experienced Motocross 'till you've seen Hacks!
PLUS!
A.V.D.R.A. Vintage Motocross Round One of the Vintage Iron "Evolution" Class finals of the Southwest Amateur Nationals
AVDRA Info 602-966-0101 Vintage Iron Evolution Info 209-252-9053

Gates Open ..... 6:00 AM
Practice ..... 8:30 AM
Race ..... 9:30 AM
Saturday Gate Fees:
Adults $10.00
Kids 6-12 ..... $5.00
5 & Under Free
Saturday Race Entry covers Sunday's Finals!

Free Event Tee-Shirt with Every Entry!
Sunday
Pro Practice 9:00AM
1st Moto 12:30PM
2nd Moto ..... 2:30 PM
Sunday Gate Fees:
Adults $15.00
Kids 6-12 ..... $10.00
5 & Under Free

2-Day Event Passes:
Adult $20
Kids $10
Race Entry Fees:
All Sportsman Classes . $35
Pros (Sat.) $50

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The San Diego Flat Track Association
AHRMA Western Regional Short Track Race
Barona Speedway, Barona, CA
Saturday, April 12, 1997
Gates open at 2:00 p.m. • Practice at 4:00 p.m.
Race at 7:00 p.m.
AHRMA Trophy Classes • Must be AHRMA and AMA Members

Dinosaur:	1951 and earlier
Classic:	1967 and earlier 250cc
	1967 and earlier 500cc
	*1967 and earlier 750cc
Modern:	1974 and earlier 250cc
	1974 and earlier 600cc
	1974 and earlier 750cc
Senior 50	riders over 50 on Modern Vintage motorcycles.
Veteran:	* +35 Riders on Vintage motorcycles
Bomber:	* 1975-1980 500cc

* New experimental non points classes
Plus SDFTA
250cc Sportsman • 250cc Pro • 600cc Sportsman • 600cc Pro
1/6th mile dirt oval 20 miles E. of San Diego on Wildcat Canyon Rd.
(619) 560-7876

COMING **MAY 11, 1997**
125cc/250cc
AMA ProRacing NATIONAL CHAMPIONSHIP
GLEN HELEN RACEWAY PARK
Info Call: 909-880-3090

CRC 1997 California Race Schedule
100% PRO PAYBACK

Sunday, April 6	Tri Race Series - MX	L.A.C.R.
Sunday, April 13	Tri Race Series - SX	L.A.C.R.
Sunday, April 20	Tri Race Series - GP	Perris
Sunday, April 27	Dunestown - MX	L.A.C.R.

Saturday Practice - now til May 24 - 9:00 a.m. - 2:00 p.m.
Wednesday Nights - Starting April 16 - 4 p.m. to 9 p.m.
Friday Nights - Starting June 7 - 4 p.m. to 9 p.m.
CRC Info (805) 272-8889

OVER the HILL GANG

Sat. & Sun., April 5-6	Sierra National - Turlock, CA
Sun., April 13	Castaic, CA
Sun., April 27	Lemon Grove, Piru, CA

The Ultimate 30+ Vet MX Club Info: (909) 444-9411

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SUNDAY MAY 4TH - PROFESSIONAL DAY FEATURING FACTORY TEAMS FROM HONDA, SUZUKI, KAWASAKI, YAMAHA, KTM, ATK, HUSABERG, CCM

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Practice 5:00 PM Race 6:00 PM
Race classes for all levels.
APRIL 12 - SPRING NIGHT SERIES #3
APRIL 19 - SPRING NIGHT SERIES #4
APRIL 26 - SPRING NIGHT SERIES #5
May 3 - Contingency Series #1
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1997 A.M.P. MOTOCROSS EVENTS
1997 A.M.P. Yoko/Yamaha of Modesto Spring Series

Sun., April 6	Race Round 2 - Oatfield, Turlock, CA
Sat., April 12	Practice - Hollister Hills GP Track, CA
Sun., April 13	Race Round 3 - Hollister Hills GP Track, CA
Sat., April 19	Practice - Hollister Hills GP Track, CA
Sun., April 20	Race Round 4 - Hollister Hills GP Track, CA

Info: (209) 656-9682 (209) 642-4364

(209) 673-8080
GFI Racing North
GFI Spring Trophy Series (Night Races)

Sat., April 5	Round #1 Little Okie, Madera, CA
Sat., April 12	Round #2 Little Okie, Madera, CA
Sat., April 19	Round #3 Little Okie, Madera, CA

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/14 Chesterfield, SC
10/12 Columbus, NC
11/1-2 Society Hill, SC
Info 423/323-5497

AMA/UMTA Trials Series
4/13 Faribault, MN
4/27 Faribault, MN
5/18 Thielman, MN
6/7-8 Thielman, MN
7/5-6 Duluth, MN
7/19-20 Hixton, WI
8/2-3 Thielman, MN
8/16-17 Duluth, MN
9/14 Faribault, MN
9/28 Faribault, MN
10/12 Thielman, MN
10/19 Faribault, MN
Info 612/481-0924 or 507/451-1321

AHRMA/Progressive Suspension Historic Cup Roadrace Series
4/26-27 Rosamond, CA, Rnd 3-4
5/3-4 Summit Point, WV, Rnd 5-6
5/31-6/1 Elkhart Lake, WI, Rnd 7-8
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12
8/23-24 Sonoma, CA, Rnd 13-14
9/13 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

North American Sport Bike Series
5/30-6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

NASB/Formula USA Series
5/30-/6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

CCS/Championship Cup Road Racing Series
California Region
4/5-6 Buttonwillow, CA
5/3-4 Phoenix, AZ
5/31-6/1 Buttonwillow, CA
8/2-3 Buttonwillow, CA
9/6-7 Buttonwillow, CA
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ

Florida Region
4/27 West Palm Beach, FL
5/26 West Palm Beach, FL
6/22 West Palm Beach, FL
7/6 Homestead, FL
7/27 West Palm Beach, FL
8/24 West Palm Beach, FL
9/13-14 Braselton, GA
9/28 West Palm Beach, FL
12/7 Homestead, FL*

Great Lakes Region
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL*

Great Plains Region
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/16-17 Topeka, KS
8/23-24 Brainerd, MN
9/20-21 South Beloit, IL*

North East Region
4/19-20 Loudon, NH
5/3-4 Loudon, NH
5/24-25 Bridgehampton, NY
6/7-8 Loudon, NH
7/5-6 Bridgehampton, NY
7/19-20 Loudon, NH
8/2-3 Bridgehampton, NY
8/23-24 Loudon, NH
8/30-31 Bridgehampton, NY
9/6-7 Loudon, NH
10/3-5 Loudon, NH

Mid Atlantic Region
4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/14-15 Summit Point, WV
6/21-22 Braselton, GA*
7/19-20 Summit Point, WV
8/16-17 Braselton, GA
8/28-31 Long Pond, PA*
9/13-14 Braselton, GA
10/4-5 Summit Point, WV*

Mid West Region
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
7/19-20 South Beloit, IL
8/1-3 Elkhart Lake, WI*
8/16-17 South Beloit, IL
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL

South East Region
4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/21-22 Braselton, GA*
7/19-20 Bloomingdale, GA
8/16-17 Braselton, GA
8/30-31 Bloomingdale, GA
9/13-14 Braselton, GA*

South West Region
4/5-6 Buttonwillow, CA
5/3-4 Phoenix, AZ
5/24-25 Phoenix, AZ
8/2-3 Buttonwillow, CA
9/20-21 Las Vegas, NV
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
*Double Points Event
Info 704/684-4297

Northern California Mini Road Racing Championship Series
4/19-20 Sacramento, CA*
5/17-18 Sacramento, CA
6/7-8 Sacramento, CA*
7/12-13 Sacramento, CA
8/2-3 Sacramento, CA
9/13-14 Sacramento, CA*
10/4-5 Sacramento, CA
*Indicates Spring and Endurance Race Event
Info 916/722-5517

CRA Road Race Championship Series
5/10-11 Brainerd, MN
6/14-15 Brainerd, MN
8/2-3 Brainerd, MN
9/13-14 Brainerd, MN
Info 612/332-4070

AHRMA BMW Classic Cup Series
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA SOS/BOT/Sound of Thunder Series
4/26-27 Rosamond, CA, Rnd 3-4
5//3-4 Summit Point, WV, Rnd 5-6
5/31-6/1 Elkhart Lake, WI, Rnd 7-8
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12
8/23-24 Sonoma, CA, Rnd 13-14
9/13-14 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

AHRMA/Speed & Sport Vintage MX Series
4/20 Brentwood, CA, Rnd 3
4/26 Bremen, GA, Rnd 4
5/3-4 Casey, IL, Rnd 5-6
5/18 Perris, CA, Rnd 7
5/31 Elkhart Lake, WI, Rnd 8
6/7 New Berlin, NY, Rnd 9
6/14 Grattan, MI, Rnd 10
6/22 Eugene, Or, Rnd 11
6/28 Peoria, IL, Rnd 12
7/5-6 Carlsbad, CA, Rnd 13-14
7/12 Lexington, OH, Rnd 15
7/26 Southwick, MA, Rnd 16
8/9 Mammoth Mountain CA, Rnd 17
8/16 Linnville, OH, Rnd 18
9/12 Steamboat Springs, CO, Rnd 19
10/19 Hollister, CA, Rnd 20
Info 715/842-9699

AHRMA Mid West Regional Motocross Series
4/12 Collins, MO
4/26 Des Moines, IA
5/18 Wapella, IL
7/19 Grantsburg, WI
8/30 Bedford, KY
9/27 Lamoni, IA
10/4 Denmark, WI
10/18 Casey, IL
Info 414/684-4331

AHRMA Western Regional Motocross Series
4/6 Carlsbad, CA
5/4 Dixon, CA
6/22 Eugene, OR
8/10 Mammoth, CA
9/28 Fernley, NV
10/5 TBA
11/2 Tulare, CA
Info 408/663-4014

AHRMA Texas Vintage Iron Spring Series
4/6 Fort Worth, TX
4/20 Euless, TX
5/11 Houston, TX
5/25 Tyler, TX
6/15 Houston, TX
Info 281/497-3366

AHRMA Nor Cal Motocross Series
4/20 Brentwood, CA
5/4 Dixon, CA
7/20 Carson City, NV
8/31 Monterey, CA
9/28 Fernley, NV
10/19 Hollister, CA
Info 702/265-4904

AHRMA So Cal Motocross Series
4/6 Carlsbad, CA
5/18 Perris, CA
6/28 Perris, CA
8/10 Mammoth, CA
10/5 TBA
Info 909/929-6772

AHRMA/Speed & Sport Vintage Trials Series
4/13 Collins, MO, Rnd 4
4/19 Brentwood, CA, Rnd 5
4/27 Bremen, GA, Rnd 6
6/1 Elkhart Lake, WI, Rnd 7
6/15 Grattan, MI, Rnd 8
6/29 Peoria, IL, Rnd 9
7/4 Carlsbad, CA, Rnd 10
7/13 Lexington, OH, Rnd 11
8/24 Sonoma, CA, Rnd 12
9/11 Steamboat Springs, CO, Rnd 13
10/11 White City, IL, Rnd 14
10/18 Hollister, CA, Rnd 15
Info 715/842-9699

AHRMA/BMW Classic Cup Roadrace Series
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA-Western Regional Trials Series
4/19 Brentwood, CA
7/4 Carlsbad, CA
8/16 Norden, CA
8/23 Sonoma, CA
9/27 La Porte, CA
10/18 Hollister, CA
10/25 Patterson, CA
11/22 Auburn, CA
Info 916/967-0262

AHRMA Western Regional Dirt Track Series
4/6 Lancaster, CA
4/12 Barona, CA
5/3 Dixon, CA
5/17 Hanford, CA
5/24 Tulare, CA
5/25 Tulare, CA
8/3 Hollister, CA
10/4 Tulare, CA
10/5 Tulare, CA
10/11 Del Mar, CA
Info 818/992-5343

AHRMA/Classic Bike Magazine Dirt Track Series
5/17 Hanford, CA, Rnd 2
5/17 Big Rapids, MI, Rnd 3
5/25 Tulare, CA, Rnd 4
6/7 Budds Creek, MD, Rnd 5
6/8 Cumberland, MD, Rnd 6
6/29 Peoria, IL, Rnd 7
7/5 Carlsbad, Ca, Rnd 9
7/6 Lake Odessa, MI, Rnd 10
7/26 Weedsport, NY, Rnd11
8/3 Wilmington, DE, Rnd 12
8/16 Linnville, OH, Rnd 13
9/10 Hayden, CO, Rnd 14
9/21 Lebanon Valley, NY, Rnd 15
9/28 Lavonia, GA, Rnd 16
10/6 Tulare, CA, Rnd 17
10/10 San Diego, CA, Rnd 18
Info 715/842-9699

AHRMA Dixie Cup Road Race Series
10/4-5 - Talledega, AL, Rnd 3
11/15-16 Faulkville, GA, Rnd 4
Info 715/842-9699

AHRMA Masters of the Midwest Road Race Trophy
5/31-6/1 Elkhart Lake, WI, Rnd 1
6/14-15 Grattan, MI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
Info 715/842-9699

AHRMA Pacific Crown Road Race Series
4/26-27 Rosamond, CA, Rnd 1
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

AHRMA Vintage Motorcycle Days Road Race Championships
7/12-13 Lexington, OH, Rnd 1
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

MARS Motorcycle Asphalt Racing Series
5/16 Myrtle Beach, SC
9/20 Asheville, NC
9/26 Tracy, CA
10/24 Kenly, NC
10/25 Summerville, NC
Info 770/934-3112

New York State Challenge Series
7/20 Batavia, NY, Rnd 1
7/27 Hunt, NY, Rnd 2
8/3 Palmyra, NY, Rnd 3
8/10 Silver Springs, NY, Rnd 4
8/17 Frozen Ocean, NY, Rnd 5
Info WNYSC 716/786-0236

La Playa Grand Prix Motocross Series
5/18 Rosarito, BC/Mexico, Rnd 2
8/10 Rosarito, BC/Mexico, Rnd 3
10/5 Rosarito, BC/Mexico, Rnd 4
12/7 Rosarito, BC/Mexico, Rnd 5
Info 011/52-661-22525

ECEA Championship Enduro Series
4/6 Belleplain, NJ
4/20 Warren Grove, NJ
5/4 New Lisbon, NJ
5/11 Stanhope, NJ
5/25 New Philadelphia, PA
6/22 West Greenwich, RI
7/20 Blain, PA
7/27 Rawlings, MD
8/3 Middlebury Center, PA
8/17 Speedsville, NY
8/24 Mauricetown, NJ
9/7 Shippensburg, PA
9/14 Brandonville, PA
9/21 New Lisbon, NJ
9/28 Webb Mills, NY
10/5 New Gretna, NJ
10/26 Delaware City, DE
Info 717/865-0601

ECEA Championship Hare Scrambles Series
4/13 Good Springs, PA
4/27 St. George, DE
5/18 Belleplain, NJ
6/8 Woodland Twp., NJ
7/6 Stanhope, NJ
8/10 Hobbie, PA
10/19 Budds Creek, MD
11/2 Warren Grove, NJ
11/9 Nauricetown, NJ
11/23 Greenbank, NJ
Info 717/865-0601

ECEA Dual Sport Series
6/15 Brandonville, PA
7/6 Belleplain, NJ
10/12 Indian Mills, NJ
10/19 New Philadelphia, PA
11/16 Greenbank, NJ
Info 717/865-0601

WERA National Endurance Series
4/12 Talladega, AL, Rnd 1
5/10 Braselton, GA, Rnd 2
5/24 Hallett, OK, Rnd 3
6/14 East St. Louis, IL, Rnd 4
6/28 Clermont, IN, Rnd 5
7/5 Grattan, MI, Rnd 6
8/2 Summit Point, WV, Rnd 7
9/6 Millington, TN, Rnd 8
9/20 College Station, TX, Rnd 9
10/10 Braselton, GA, Rnd 10

WERA National Challenge Series
4/11-13 Talladega, AL, Rnd 1
5/9-11 Braselton, GA, Rnd 2
5/23-25 Hallett, OK, Rnd 3
6/13-15 East St. Louis, IL, Rnd 4
6/26-29 Clermont, IN, Rnd 5
7/4-6 Grattan, MI, Rnd 6
8/1-3 Summit Point, WV, Rnd 7
9/5-7 Millington, TN, Rnd 8
9/19-21 College Station, TX, Rnd 9
10/8-12 Braselton, GA, Rnd 10
Info 770/924-8404

WERA Grand National Finals
10/9-13 Braselton, GA

WERA Vintage Series
4/5 Indianapolis, IN, Rnd 4
4/6 Henderson, TX, Rnd 5
4/12 Summit Point, WV, Rnd 6
5/3 Grattan, MI, Rnd 7
5/3 Talladega, AL, Rnd 8
5/4 College Station, TX, Rnd 9
5/17 Mount Meridian, IN, Rnd 10
5/24 Garretsville, OH, Rnd 11
5/31 Summit Point, WV, Rnd 12
6/7 Faulkville, GA, Rnd 13
6/7 Grattan, MI, Rnd 14
6/8 Henderson, TX, Rnd 15
7/6 College Station, TX, Rnd 16
7/19 South Haven, MI, Rnd 17
7/26 Garrettsville, OH, Rnd 18*
7/26 Braselton, GA, Rnd 19
8/3 Henderson, TX, Rnd 20
8/9 Mount Meridian, IN, Rnd 21
8/23 Talladega, AL, Rnd 22
8/30 Garrettsville, OH, Rnd 23
8/31 Hallett, OK, Rnd 24
9/6 Summit Point, WV, Rnd 25
9/20 Faulkville, GA, Rnd 26

WERA Sportsman Series
North Central
4/5-6 Clermont, IN
4/19-20 South Haven, MI
5/3-4 Grattan, MI
5/17-18 Mount Meridian, IN
6/7-8 Grattan, MI
6/21-22 Mount Meridian, IN
6/26-29 Clemont, IN
7/19-20 South Haven, MI
8/9-10 Mount Meridian, IN
8/16-17 Fairmont, IL
9/27-28 Mount Meridian, IN
Northeast
4/12-13 Summit Point, WV
5/24-25 Garrettsville, OH
5/31-6/1 Summit Point, WV
6/7-8 Grattan, MI
6/26-29 Clermont, IN
7/19-20 South Haven, MI
7/26-27 Garrettsville, OH
8/30-31 Garrettsville, OH
9/6-7 Summit Point, WV
Mid-Central
5/17-18 Millington, TN
5/23-25 Hallett, OK
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/16-17 Fairmont, IL
8/30-31 Hallett, OK
9/5-7 Millington, TN
9/27-28 Mount Meridian, IN
South Central
4/5-6 Henderson, TX
5/3-4 College Station, TX
5/23-25 Hallett, OK
6/7-8 Henderson, TX
6/26-29 Clermont, IN
7/5-6 College Station, TX
8/2-3 Henderson, TX
8/30-31 Hallett, OK
9/20-21 College Station, TX
Southeast
5/3-4 Talladega, AL
5/17-18 Millington, TN
6/7-8 Faulkville, GA
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/9-10 Faulkville, GA
8/23-24 Talladega, AL
9/20-21 Faulkville, GA
Info 770/924-8404

VDTRA Regional Championship Dirt Track Series
4/12 Purcell, OK
4/13 Lexington, OK
5/18 Columbus Junction, IA
6/6 Monett, MO
6/7 Wichita, KS
6/8 Wichita, KS
6/27 Casper, WY
6/28 Casper, WY
7/5 Rockport, IN
7/12 Sturgis, SD
7/13 Sturgis, SD
8/4 Sturgis, SD
8/11 Stockton, KS
8/12 Stockton, KS
316/663-9877 or 307/473-2700 or 618/724-2613

Vintage Classics X National Championship Dirt Track
5/31 Cambridge, MN
6/1 Cambridge, MN
6/14 Indianapolis, IN
7/18 Oklahoma City, OK
7/20 Oklahoma City, OK
7/25 Grand Island, NE
7/26 Norton, KS
8/7 Rapid City, SD
8/9 Sturgis, SD
10/10 Del Mar, CA
10/11 Del Mar, CA
Info 918/836-6999

AMRA Harley-Davidson National Point Drag Race Series
4/26-27 East St. Louis, IL
5/10-11 Memphis, TN
6/7-8 Morocco, IN
8/23-24 Ennis, TX
10/4-5 Bowling Green, KY

AMRA Region One Harley-Davidson Drag Race Series
7/19-20 Wentzville, MO
8/2-3 Marion, SD
9/13-14 Cordova, IL

AMRA Region Two Point Harley-Davidson Drag Race Series
4/19-20 Huntsville, AL
5/3-4 Hallsville, TX
6/21-22 Clarksville, TN

VMA State Championship Vintage MX Series
5/25 Hanford, CA, Rnd 2
9/21 Folsom, CA, Rnd 3
10/5 Madera, CA, Rnd 4
11/16 Hanford, CA, Rnd 5
Info 209/661-0706

The Barona Short Track Championship Series
5/10 Ramona, CA
6/7 Ramona, CA
6/21 Ramona, CA
7/19 Ramona, CA
8/16 Ramona, CA
9/13 Ramona, CA
10/18 Ramona, CA
11/8 Ramona, CA
Info 619/277-2743

Central California Rough Scrambles C'ship Series
4/6 Madera, CA, Rnd 4
4/27 Madera, CA, Rnd 5
5/11 Madera, CA, Rnd 6
9/14 Madera, CA, Rnd 7
9/28 Madera, CA, Rnd 8
10/12 Madera, CA, Rnd 9
10/26 Madera, CA, Rnd 10
11/9 Madera, CA, Rnd 11
11/23 Madera, CA, Rnd 12
Info 209/661-0706

The New England Hillclimbers Series
4/13 Monson, MA
4/27 Greenfield, MA
5/4 Monson, MA
5/18 Exeter, RI
6/1 Greenfield, MA
6/11 Gilford, NH
7/13 Enfield, NH
7/26-27 Mankato, MN
8/3 Caroga Lake, NY
8/10 Enfield, NH
8/17 Monson, MA
8/31 Canaan, NH
9/7 Enfield, NH
9/21 Canaan, NH
9/28 Exeter, RI
10/5 Monson, MA

RMEC/Rocky Mountain Enduro Circuit
4/6 Turkey, TX
4/13 Pueblo, CO
5/4 Chadron, NE
5/25 Limon, CO
6/8 Buena Vista, CO
6/29 Upton, WY
7/20 Rand, CO
Info 307/742-4136

Rocky Mountain MX Series
4/6 Erie, CO
5/4 Colorado Springs, CO
5/24-25 Aurora, CO
6/15 Pueblo, CO
6/29 Erie, CO
7/6 Aurora, CO
7/20 Colorado Springs, CO
8/24 Colorado Springs, CO
8/31 Pueblo, CO
9/21 Erie, CO
10/26 Colorado Springs, CO
Info 719/473-6723

Smoky Mountain Mini Road Race Series
4/6 Elgin, SC
5/4 Elgin, SC*
6/8 Elgin, SC
7/6 Elgin, SC
9/14 Elgin, SC
10/12 Elgin, SC*
11/2 Elgin, SC
*Endurance
Info 704/531-2797

Mid-Atlantic Vintage Trials Series
4/20 Forest Hill, MD
4/26 Williamsport, PA
5/3-4 Toronto, OH
6/21 Williamsport, PA

WISECO · YAMAHA · DUNLOP · ANSWER · BRAKING · ACERBIS · CARMATE · KLOTZ
Grand National Cross Country Series
AMA SANCTIONED
April 19/20 Wilderness Clarksburg, WV
I-79 to Exit 119 then 50 W. to Sycamore Road
May 10/11 Brownsville Park Brownsville, PA
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TIMBERLAND MOTOCROSS RACEWAY
Spring 1997 Race Dates
March 23 - Free Practice
April 6th and 20th
May 4th and 18th
June 1st, 15th and 29th
Fall 1997 Race Dates
August 24th - Free Practice
September 7th and 21st
October 5th and 19th
November 2nd and 16th
Poplar Bluff, Missouri
1-573-785-6227

KTMXA
1997 Race Schedule
Kentucky Tennessee MX Association

Fri., April 11	Lyon Fairgrounds - Eddyville, KY
Sat., April 19	TK Raceway - Draffenville, TN
Sat., April 26	Lyon Fairgrounds - Eddyville, KY
Sun., April 27*	Apex Valley - White Plains, NY
Sat. & Sun. May 3 & 4	Apex Valley - AMA Area Qualifier White Plains, NY

* points event
Info: 901-642-0511

AMA CA. STATE MX C'SHIP
October 18-19, Glen Helen Raceway
Qualifiers
Nothern, 1-800-426-4866
May 3, Hangtown Amateur Day
Central, 415-587-8678
April 19 & 20, Laguna Seca Raceway
Southern
May 9 & 10, Glen Helen Amateur Day
Last Chance
Sept. 21, Glen Helen Raceway
Info Call
909-880-3090
GLEN HELEN

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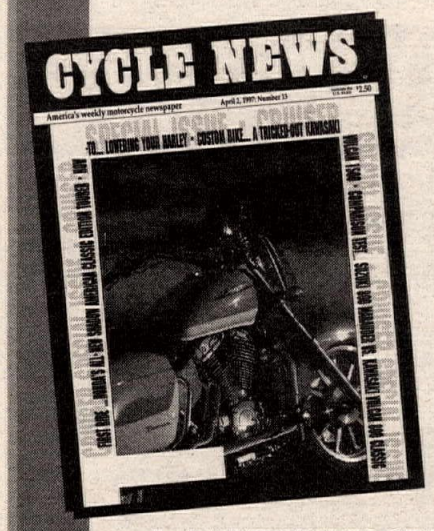

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

7/19 Lock Haven, PA
8/9 Toronto, OH
9/21 Middletown, PA
10/5 Toughkenamon, PA
Info 410/775-7209

Southeastern Trials Riders Association C'ship Series
4/5-6 Millerville, AL
4/26-27 Bremen, GA
5/3-4 Crossville, TN
5/17-18 Resaca, GA
8/9-10 Carrollton, KY
9/6-7 Gadsden, AL
10/4-5 Monroe, GA
10/18-19 Jasper, TN
11/15-16 Cumming, GA
Info 423/942-8688

Virginia Championship Hare Scramble Series
4/6 Budds Creek, MD
4/13 Danville, VA
4/27 Dillwyn, VA
5/4 Martinsville, VA
5/18 Surry, VA
6/1 Rural Retreat, VA
6/8 Ivor, VA
9/7 Pulaski, VA
9/21 Middlebrook, VA
10/5 Martinsville, VA
10/19 Newport News, VA
11/2 Surry, VA
Info 757/255-4620

KORR Hare Scrambles Championship Series
4/20 Arkansas City, KS
5/4 Sterling, KS
10/19 Arkansas City, KS
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

Mammoth Motocross
6/26-29 Mammoth Lakes, CA
Info 619/934-0642

Commotion By The Ocean 10 Motocross
6/7-8 Carlsbad, CA
Info 619/484-1441

KORR Motocross Championship Series
4/6 Hillsboro, KS
4/27 Marion, KS
5/18 Arkansas City, KS
6/8 Hillsboro, KS
6/22 Marion, KS
7/13 Sterling, KS
7/26 Marion, KS
7/27 Hillsboro, KS
8/17 Sterling, KS
8/24 Hillsboro, KS
9/7 Marion, KS
9/14 Arkansas City, KS
9/21 Sterling, KS
10/12 Hillsboro, KS
10/27 Marion, KS
Info 316/942-6527

Yamaha Sunshine State MX Championship Series
4/6 Orlando, FL
4/13 Dade City, FL
4/27 Ona, FL
5/4 Orlando, FL
5/11 Reddick, FL
5/18 Dade City, FL
5/25 Ona, FL
6/1 Orlando, FL
6/8 Reddick, FL
6/15 Dade City, FL
7/6 Ona, FL
7/13 Orlando, FL
7/20 Reddick, FL
7/27 Dade City, FL
8/17 Ona, FL
8/24 Orlando, FL
8/31 Reddick, FL
9/7 Dade City, FL
9/14 Ona, FL
Info 407/333-2356

GFI Spring Trophy MX Series
4/5 Madera, CA, Rnd 1
4/12 Madera, CA, Rnd 2
4/19 Madera, CA, Rnd 3
4/26 Madera, CA, Rnd 4
5/3 Madera, CA, Rnd 5
5/9 Madera, CA, Rnd 6
5/16 Madera, CA, Rnd 7
5/23 Madera, CA, Rnd 8
Info 209/673-8080

Salem Motorcycle Club Hare Scrambles Series
4/20 Salem, OH
5/11 Salem, OH
6/15 Salem, OH*
7/6 Salem, OH
10/12 Salem, OH**
*Buckeye Series/**Corky Wurster Memorial
Info 330/482-2971 or 330/332-9465

NMA World Mini Grand Prix
4/3-6 Las Vegas, NV
Info 310/868-8112

NMA Grand National MX Championships
7/29-8/2 Ponca City, OK
Info 310/868-8112

Thor/Parts Unlimited Northeast Classic MX Series
5/18 Binghamton, NY, Rnd 1
6/1 Clifford, PA, Rnd 2
6/8 Unadilla, NY, Rnd 3
6/29 Englishtown, NJ, Rnd 4
7/27 Walden, NY, Rnd 5
8/3 New Egypt, NJ, Rnd 6
Info 717/222-9290

GNC Texas Motocross Series
4/13 Burleson, TX
4/20 Dallas/Fort Worth, TX
5/4 Waller, TX
5/18 Dallas/Fort Worth, TX
5/25 Bastrop, TX
6/1 Dallas/Fort Worth, TX
6/8 Highlands, TX
Info 817/295-1760

Alabama Spring MX Series
4/13 Kilpatrick, AL
4/20 Steele, AL
4/27 Warrior, AL
5/11 Kilpatrick, AL
5/18 Steele, AL
Info 205/681-8317

South Dakota/Iowa MX Series
4/6 Yankton, SD
4/20 Yankton, SD
4/27 Sioux Falls, SD
5/4 Palmyra, NE
5/18 Fort Dodge, IA
6/1 Sioux Falls, SD
6/8 Palmyra, NE
6/15 Armstrong, IA
6/21 Truesdale, IA
6/29 Fort Dodge, IA
7/13 Armstrong, IA
7/20 Palmyra, NE
7/26 Truesdale, IA
8/17 Armstrong, IA
8/30 Truesdale, IA
9/14 Yankton, SD
9/21 Sioux Falls, SD
Info 605/665-3512

Cornhusker Motocross Series
4/13 Douglas, NE
4/20 Stockton, KS
4/27 Alma, NE
5/11 McCook, NE
5/18 Stockton, KS
6/1 McCook, NE
6/15 North Platte, NE
6/22 Stockton, KS
6/29 TBA
7/6 Douglas, NE
7/13 Stockton, KS
7/27 McCook, NE
8/10 North Platte, NE
8/17 Stockton, KS
8/24 TBA
9/7 North Platte, NE
9/14 Stockton, KS
9/21 Alma, NE
9/28 TBA
10/12 Douglas, NE
10/19 North Platte, NE
10/26 McCook, NE
Info 308/928-2503

Branson USA MX Nationals
10/3-5 Branson, MO
Info 909/657-6782

MRAN Desert Series
4/26-27 Panaca, NV, Rnd 4
5/24 Delta, UT, Rnd 5
7/5-6 Caliente, NV, Rnd 6
8/3 Ely, NV, Rnd 7
8/30-31 Pioche, NV, Rnd 8
10/18-19 Logandale, UT, Rnd 9
11/1-2 Beatty, NV, Rnd 10
Info 702/437-6762

TCCRA/Cross Country Series
4/6 Decatur, TX
4/20 Montague, TX
5/4 Hillsboro, TX
5/18 Montague, TX
6/1 Bowie, TX
6/15 Saint Jo, TX
6/29 Weatherford, TX
8/24 Montague, TX
9/7 Fort Hood, TX
9/21 Joplin, TX
10/5 Jacksboro, TX
10/19 Lake Murray, OK
11/2 Wellington, TX
Info 972/579-9161

Black Jack Enduro Circuit
4/13 Hanna, OK
5/4 Mayflower, AR
5/18 Park Hills, MO
6/1 Chadwick, MO
9/21 Collins, MO
10/5 Stillwater, OK
11/2 Oklahoma City, OK
11/16 Muenster, TX

Southern Enduro Riders Association Hare Scrambles Series
8/24 Tupelo, MS
9/28 Alexandria, LA
11/9 Wiggins, MS
11/23 Warrior, AL
12/7 Selma, AL
1/18 Selma, AL
2/1 Hattiesburg, MS
2/8 Wiggins, MS
Info 504/665-0313

Northwest Motorcycle Association Enduro Series
4/6 Tahuya, WA
4/20 Shelton, WA
5/18 Goldbar, WA
6/14 Bellingham, WA
7/12 Olympia, WA
8/17 Naches, WA
9/14 Mount Vernon, WA
9/28 Olympia, WA
10/26 Bellingham, WA
Info 206/242-7044

IERA Championship Enduro Series
4/27 Fremont, IA
8/17 Stratford, IA
9/7 Castana, IA
9/14 Winterset, IA
10/5 Bartlett, IA
11/2 Morrison, IL
Info 515/933-4872

IERA Championship Hare Scrambles Series
4/13 Stratford, IA
4/20 Pleasant Hill, IA
5/18 Fremont, IA
6/15 Anamosa, IA
6/22 Castana, IA
6/29 Luther, IA
8/24 Dow City, IA
10/12 Hills, IA
Info 515/933-4872

Mouse Midwest Enduro Series
4/20 Morrison, IL
4/27 Fremont, IA
5/18 Millston, WI
6/8 Black River Falls, WI
6/15 Leader, MN
7/20 Grand Rapids, MN
7/27 Pearson, WI
8/10 Nickerson, MN
8/17 Stratford, IA
8/24 Rockford, IL
9/14 Winterset, IA
9/21 White City, IL
10/12 Upland, IN
10/26 Springfield Corners, WI
Info 319/582-4864

Northwest Motorcycle Association Off Road Series
6/15 Bellingham, WA
8/10 Bellingham, WA
9/6 StumpJumper, WA
9/21 Bellingham, WA
10/5 Rimrock Lake, WA
10/12 Shelton, WA
11/30 Kent, WA
Info 206/242-7044

Netra Championship Enduro Series
5/25 Freetown, MA
6/8 Somers, CT
6/22 W. Greewich, RI
7/20 Oxford, MA
8/10 Granville, MA
9/7 Lee, MA
9/28 Wrentham, MA
10/5 Adams, MA
10/19 Chester, CT
11/2 Stafford, CT
Info 860/875-5757

Netra Championship Hare Scrambles Series
4/13 Modena, NY
5/11 Uxbridge, MA
5/18 Fishouse, NY
6/15 Thomaston, CT
6/29 Union, CT
7/6 Chelsea, VT
7/13 Windsor, MA
7/27 E. Hampton, CT
8/3 Searsport, ME
8/17 Alton, NH
8/24 Union, CT
8/31 Uxbridge, MA

9/14 Hoosick, NY
9/21 W. Greenwich, RI
10/12 Freetown, MA
10/26 Fishouse, NY
11/9 Modena, NY
Info 860/875-5757

NETRA Turkey Run Series
5/18 W. Greenwich, RI
6/1 Wrentham, MA
6/21-22 Loudon, NH
6/29 Middle Grove, NY
7/13 Winchendon, MA
7/20 Adams, MA
7/27 Wymantowship, ME
9/7 N. Haverhill, NH
9/14 New Boston, MA
10/12 Winchendon, MA
10/26 Central Village, CT
Info 860/875-5757

NETRA Championship Junior Enduro Series
4/26 Brimfield, MA
5/17 Fishouse, NY
5/31 Wrentham, MA
6/14 Thomaston, CT
6/28 Union, CT
7/12 Granville, MA
7/26 Southhampton, MA
8/23 Union, CT
9/27 Brimfield, MA
10/11 Freetown, MA
10/25 Fishouse, NY
11/1 Winchendon, MA
Info 860/875-5757

SRAC Motocross Series
4/6 Cheyenne, WY
4/12 Adams County, CO
4/20 Pueblo, CO
4/27 Cheyenne, WY
5/3 Grand Junction, CO
5/10 Greeley, CO
5/18 Colorado Springs, CO
5/25 Berthoud, CO
6/1 Pueblo, CO
6/8 Colorado Springs, CO
6/14 Pueblo, CO
6/22 Aurora, CO
6/29 Berthoud, CO
7/6 Grand Junction, CO
7/13 Aurora, CO
7/19 Colorado Springs, CO
7/27 Colorado Springs, CO
8/3 Cheyenne, WY
8/10 Pueblo, CO
8/17 Berthoud, CO
8/23 Grand Junction, CO
9/1 Pueblo, CO
9/6 TBA
9/14 Pueblo, CO
9/21 Berthoud, CO
9/28 Colorado Springs, CO
10/5 Colorado Springs, CO
10/11 TBA
10/12 TBA

CMRRA 50cc/125cc C'ship Road Race Series
4/27 Riverside, CA
6/1 Perris, CA
6/28-29 Rosamond, CA
7/27 Riverside, CA
8/24 Riverside, CA
9/28 Perris, CA
10/ TBA
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

AMA Gulf Coast AX Series
4/18-19-20 Gulfport, MS
5/2-3-4 Covington, LA
5/16-17-18 Mobile, AL
6/13-14-15 Covington, LA
6/27-28-29 Gulfport, MS
Info 601/255-8110

GSC/Summer Arenacross Series
7/19 Bishop, CA
8/2 Bishop, CA
8/16 Bishop, CA
8/28 Bishop, CA
Info 619/872-1570

WMRRA Road Race Series
4/5-6 Seattle, WA
5/3-4 Seattle, WA
5/31-6/1 Spokane, WA
6/14-15 Bremerton, WA
7/12-13 Seattle, WA
8/16-17 Bremerton, WA
9/7 Seattle, WA
9/27-28 Spokane, WA
Info 206/338-4686

WSMC Road Race Series
4/19-20 Rosamond, CA, Rnd 4
5/17-18 Rosamond, CA, Rnd 5
6/14-15 Rosamond, CA, Rnd 6
7/19-20 Rosamond, CA, Rnd 7
8/16-17 Rosamond, CA, Rnd 8
9/20-21 Rosamond, CA, Rnd 9
10/18-19 Rosamond, CA, Rnd 10
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
Info 805/256-1234

AFM Road Race Series
4/5-6 Sonoma, CA
4/20 Willows, CA
5/24-25 Sonoma, CA
6/28-29 Sonoma, CA
8/2-3 Sonoma, CA
9/6-7 Willows, CA
10/12 Buttonwillow, CA
Info 510/796-7005

MRA Road Racing Series
5/4 Mead, CO
5/18 Peublo, CO
6/1 Mead, CO
6/15 Denver, CO
6/29 Denver, CO
7/13 Mead, CO
8/10 Pike's Peak, CO
8/24 Pueblo, CO
9/14 Steamboat Springs, CO
9/28 Mead, CO
Info 303/530-5678

Rocky Mountain Dual Sport Series
6/28-29 Turquoise Lake, CO
7/18-20 Leadville, CO
8/7-9 Sturgis, SD
9/8-9 Encampment, WY
9/10-13 Steamboat Springs, CO*
* National Trail Ride Series Event
Info 303/697-8382

Cycle News Appalachian Dual Sport Tour
5/3-4 Hurricane Mills, TN
5/17-18 Stewart, OH
6/21-22 Renfro Valley, KY
7/19-20 Davis, WV
9/27-28 Elizabeth, WV
Info 304/284-0084

Ride For Kids Charity Ride
4/27 Houston, TX
5/18 Torrance, CA
6/1 Atlanta, GA
6/15 St. Paul, MN
6/21 Asheville, NC
7/13 Oakbrook, IL
7/26 Marysville, OH
8/3 Harriman, NY
8/24 Ann Arbor, MI
9/7 Monroe, WA
9/14 Columbia, MD
9/28 Vallejo, CA

CMC Cornhusker MX Series
4/13 Douglas, NE
4/20 Stockton, KS
4/27 Alma, NE
5/11 McCook, NE
5/18 Stockton, KS
6/1 McCook, NE
6/15 North Platte, NE
6/22 Stockton, KS
7/6 Douglas, NE
7/13 Stockton, KS
7/27 McCook, NE
8/10 North Platte, NE
8/17 Stockton, KS
8/24 TBA
9/7 North Platte, NE
9/14 Stockton, KS
9/21 Alama, NE
9/28 TBA
10/12 Douglas, NE
10/19 North Platte, NE
10/26 McCook, NE
Info 308/345-3744

CMC West Coast AX Challenge
9/26-27-28 Fresno, CA
10/3-4-5 San Diego, CA
11/7-8-9 San Francisco, CA
11/14-15-16 Reno, NV
11/21-22-23 Las Vegas, NV
2/27-28-3/1 Sacramento, CA
Info 702/267-4392

APRIL

S	M	T	W	T	F	S
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

*Denotes payback

Apr 3-6

NEVADA MOTOCROSS - NMA/World Mini Grand Prix, Las Vegas. Info: 909/657-6834.

Apr 5-6

ALABAMA OBSERVED TRIALS - Southeastern Trials Riders Association, Millerville. Info: 334/826-1969.

CALIFORNIA MOTOCROSS - Over The Hill Gang Sierra National, Turlock. Info: 909/444-9411.

* CALIFORNIA HILLCLIMB - North American Hill Climb Association, Skips at Carnegie/US Rentals, Carnegie SVRA, Tracy. Info: 510/455-1318.

CALIFORNIA GRAND PRIX - 23rd annual Hill Toppers MC Twentynine Palms Wild West GP, Twentynine Palms Rodeo Grounds, Info: 310/428-4971

CALIFORNIA MOTOCROSS - Old Timer International Championship, Hanford Fairgrounds, Hanford. Info: 209/685-0702.

GEORGIA MOTOCROSS - Loretta Lynns Area Qualifier, Sunday Only State Championship Series, AMA/Echeconnee MX, Macon. Info: 912/788-8227 or 912/929-2534.

Apr 5

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Club Moto, Night MX Race, Rnd 2, Livermore. Info: 415/587-8678.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Night Racing, Club Moto, Livermore. Info: 510/229-2543.

CALIFORNIA SPEEDWAY - Bakersfield Speedway, Bakersfield. Info: 714/492-9933.

CALIFORNIA DUAL PURPOSE RIDE - Newcombs Ranch, Angeles Crest Highway. Info: 818/440-1001 or 310/450-5332.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Night Race, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Round 5, Dade City.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

MEXICO ENDURO - Los Ancianos MC "Tecate Enduro", Tecate. Info: 619/281-1400.

* NEW JERSEY MOTORCYCLE DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

* NORTH CAROLINA MOTOCROSS - Devils Ridge North Carolina State Championship Race, AMA/District 29, Sanford. Info: 919/776-1767.

* NORTH CAROLINA SUPERCROSS - NAME/Rolling Hills Cycle Park Night Time Series, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - Newton Real Estate, 226 MX Day Event Fun Cycle, Morganton. Info: 704/652-3758.

PENNSYLVANIA SHORT TRACK Way Speedway, AMA, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX, Newburg. Info: 717/249-6036.

SOUTH CAROLINA MOTOCROSS - Hardeeville Motocross, Night Race, Hardeeville. Info: 912/427-9674 or 912/236-7042.

Apr 6

CALIFORNIA MOTOCROSS - CRC/Tri Race Series, LA County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Motowest MX Race, Sandhill Ranch. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - GFI Racing, AHRMA, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - Roosters Motorcycle and 4x4 Super Store, Phillipsville. Info: 707/943-3029 or 923-2280.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series Round 2, Oatfield, Turlock. Info: 209/656-9682.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/SoCal & Western Vintage MX Race, Carlsbad Raceway, Carlsbad. Info: 909/929-6772.

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- Red canvas bill
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC, District 36, BC Series Event, Hollister Hills SVRA, Hollister. Info: 408/265-2122.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Big Bear Trail Riders, Slash X Cafe, Barstow. Info: 909/866-1502.

* COLORADO MOTOCROSS - AMA/RMXA, District 25, NMA Qualifier, Semi Pro with Youth, Erie. Info: 719/473-6723 or 303/271-0190.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 407/333-2356.

* KENTUCKY MOTOCROSS - AMA/Mega Series, Victory Sports Racing, Daniel Boone Motocross Park, London. Info: 423/323-5497.

KENTUCKY HARE SCRAMBLES - Eagle Creek M/C Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

MARYLAND HARE SCRAMBLES - VCHSS/Budds Creek Motocross Park, Blue Grey 100, Budds Creek. Info: 757/255-4620.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 301/797-8686.*

NEW JERSEY SEMI PRO MOTOCROSS - AMA/Jay Irwin/Ken Landerman Raceway Park, 4th annual Manufacturers Contingency Bonus Day & District 6, Raceway Park MX, Englishtown. Info: 908/446-7800.

* NEW YORK MOTOCROSS - AMA/Broome Tioga Sports Center Inc., Route 79, Binghamton. Info: 717/222-9290.

* NORTH CAROLINA MOTOCROSS - Devils Ridge North Carolina State Championship Race, AMA/District 29, Sanford. Info: 919/776-1767.

NORTH CAROLINA ENDURO - SETRA/Brown Mountain Lights Enduro, Lenior. Info: 704/872-1820 or 704/483-6833.

* NORTH CAROLINA MOTOCROSS - Spring Series, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO MOTOCROSS - AMA/District 11 Treaty City MC, Greenville. Info: 937/548-7197.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion, Info: 419/562-6931.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-8918.

PENNSYLVANIA MOTOCROSS - AXO/FMF/Dunlop District 5 Spring Series, Pleasure Valley Raceway, Johnstown. Info: 814/536-1845.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX, Newburg. Info: 717/249-6036.

TENNESSEE CROSS COUNTRY - GNCC, Racer Productions Inc., Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

* TENNESSEE MOTOCROSS - TNT MX Park, Milan. Info: 901/987-3029 or 987-9633.

TEXAS ENDURO - Caprock Canyons, Turkey. Info: 806/354-8447.

TEXAS VINTAGE MOTOCROSS - Vintage Iron, Texas AHRMA Spring Series, Village Creek MX, Fort Worth. Info: 281/497-3366.

WASHINGTON ENDURO - Spark Plug Enduro, Northwest Motorcycle Association Enduro Series/Bremerton Cruisers MC, Tahuya Forest, Belfair. Info: 360/692-0769.

Apr 11

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Apr 12-13

CALIFORNIA POKER RUN/HARE SCRAMBLES - MCMA/Marin County Motorcycle Association, Marshall Road, West of Novato. Info: 707/763-9356.

CALIFORNIA MOTOCROSS - AMP Yoko/Yamaha of Modesto Spring Series, Round 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or 209/667-7109.

GEORGIA VINTAGE MOTOCROSS/TRIALS/SHORT TRACK - AHRMA Southeast Regional Series, Holiday Downs, Palmetto. Info: 770/867-1676.

IDAHO MOTOCROSS - International Old Timers Motocross Association, Idaho Falls Noise Park. Info: 208/524-3962.

NEW YORK MOTOCROSS - Diamondback, Spring Sizzler Rain Date, Modena. Info: 914/795-5697.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

Sat, Apr 12

ARIZONA DUAL SPORT - AMA/Desert Motorcycle Promotions, Verde Valley Motoplex, Cottonwood. Info: 602/488-6357.

CALIFORNIA DESERT RACE - The Budweiser Taz Maniak Hare & Hound, Plaster City East. Info: 619/427-5759.

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Club Moto, Night MX Race, Rnd 3, Livermore. Info: 415/587-8678.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Night Racing Club Moto, Livermore. Info: 510/229-2543.

CALIFORNIA SHORT TRACK - AHRMA/Regional Short Track, Barona Speedway, Ramona. Info: 619/277-2743.

* CALIFORNIA SPEEDWAY - Coors Light '97 Season Opener, Orange County Fairgrounds. Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Spring Classic Round 1, Riverfront Park, Marysville. Info: 916/695-2727.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Night Race, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.*

NEW JERSEY MOTORCYCLE DRAG RACING - Ken Landerman, Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* OKLAHOMA INDOOR SHORT TRACK - AMA/Pro-Am Vintage Dirt Track Racers Association, McClain County Expo, Purcell. Info: 918/836-6999.

Apr 13-14

IDAHO OLD TIMERS MOTOCROSS - Rocky Mountain, International Old Timers Motocross Association, Idaho Falls, Noise Park. Info: 208/524-3962.

NORTH CAROLINA MOTOCROSS - Newton Real Estate, 226 MX Series, Round 1, Nealy Racing, Morganton. Info: 704/652-3758.

Sun, Apr 13

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Kilpatrick Motocross, Kilpatrick. Info: 205/561-3495.

* ARIZONA MOTOCROSS - COP Promotions, Grand Canyon State Classic, Canyon Offroad Park, Peoria. Info: 602/971-3730.

* ARIZONA MOTOCROSS - NAMA/Double D Promotions, 1st Round AMA Western 4-Stroke National Championship, Verder Valley Motorplex, Cottonwood. Info: 602/519-8025 or 602/849-1572.

CALIFORNIA SUPERCROSS - CRC/Tri Race Series, LA County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks, Ramona. Info: 619/752-8252.

CALIFORNIA HARE & HOUND - Southern California MC, Camp Rock Road, Lucern Valley. Info: 818/787-1142.

CALIFORNIA DUAL SPORT - KTM California Dual Sport Series/Galpin Ford/Team Dual Dogs 8th annual Dog Run, Dick Allen's Yamaha-Honda-KTM-ATK, Newhall. Info: 818/701-1913.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series, Hollister Hills Grand Prix Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - The Salsa Motocross Series, Round 3, Lemon Grove Motocross, Piru. Info: 805/521-0808.

* CALIFORNIA MOTOCROSS - Cal Coastal Promotions, King City Fairgrounds, King City. Info: 805/237-2288.*

CALIFORNIA MOTOCROSS - MW Promotions, High Point Series, Mammoth Bar OHV Area, Auburn. Info: 916/878-2730 or 916/367-4920.

* CALIFORNIA MOTOCROSS - SSC Motocross, Castaic Lake MX, Castaic. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - Over the Hill Gang MX, Castaic. Info: 909/444-9411.

CALIFORNIA HARE SCRAMBLES - District 36/Marin County MC, Gambonini Ranch, Petaluma. Info: 707/763-9356.

COLORADO RELIABILITY TRIAL - Colorado Motorcycle Trail Riders Association, Pueblo Motorsports, Pueblo. Info: 719/564-4079.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 407/333-2356.

* IOWA MOTOCROSS - AMA/District 22, Motocross Series, Des Moines. Info: 515/285-6910.

ILLINOIS BIKE AND PARTS SHOW - J&P Promotions, 10th annual Super Series Bike and Parts Show, Belle-Claire County Fairgrounds, Belleville. Info: 319/462-4668.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Arca Business, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

NEBRASKA MOTOCROSS - Loretta Lynn Qualifier, Palmyra. Info: 605/665-3512.

NORTH CAROLINA MOTOCROSS - AMA/Tecnosel Carolina Ultra Series, Victory Sports Racing, Cathey's Creek MX, Forest City. Info: 423/323-5497.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

OHIO MOTOCROSS - AMA/District 11, Dayton Motorcycle Club, Dayton Motorcycle Club Grounds, Dayton. Info: 937/263-9321.

OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, Cookton Grange Road, Mansfield. Info: 419/774-0430.

OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Motorcycle Raceway, Oklahoma City. Info: 405/366-1051.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

* TEXAS MOTOCROSS - 25th annual GNC Texas Series, Burleson MX Park, Burleson. Info: 817/295-1760.

TEXAS SWAPMEET - 9th annual Expo, Show, Swapmeet, Arlington Texas Convention Center. Info: 972/216-5520.

VIRGINIA HARE SCRAMBLES - VCHSS/River Bottom, Danville. Info: 757/255-4620.

* WASHINGTON MOTOCROSS - AMA/Gold Star/Washougal MX. Info: 541/673-1671.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

* WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club Inc., Clubgrounds, Lake Mills. Info: 414/297-9367.

April 18

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

April 19-20

CALIFORNIA MOTOCROSS - Motowest AMA Western Championship Qualifier, Laguna Seca, Monterey. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - AMP Yoko/Yamaha of Modesto Spring Series, Round 4, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or 209/667-7109.

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Round 4, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

April 19-20

* IDAHO MOTOCROSS - SIRA/Idaho Fairgrounds, Rupert. Info: 208/436-7071.

TEXAS NATIONAL DUAL SPORT - AMA/Trail Riders of Houston, Sam Houston National Forest, New Waverly. Info: 713/776-1097.

* UTAH MOTOCROSS - Cedar Raceway, Cedar City. Info: 702/631-6848.

Sat, April 19

* ARIZONA MOTOCROSS - Go Huge Racing Promotions, Night Racing, Ocotillo Raceway, Eloy. Info: 520/743-7727.

CALIFORNIA MOTOCROSS - GFI Racing, Winter Series Showdown Warm-Up, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

* CALIFORNIA MOTOCROSS - Cal Coastal Promotions, Mid State Fairgrounds, Paso Robles. Info: 805/237-2288.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

INDIANA SWAP MEET & BIKE SHOW - Marion County Fairgrounds, Indianapolis. Info: 317/539-6776.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross Spring & Summer Series, Taylorsville. Info: 704/635-8635 or 758-4342.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

PENNSYLVANIA SHORT TRACK 2 Way Speedway, AMA, Hanover. Info: 717/359-43100.

WASHINGTON ENDURO SCHOOL/BEGINNER - Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/491-1728.

Sun, April 20

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

ALABAMA ENDURO - SETRA/Hillbilly Classic Enduro, Clanton. Info: 205/755-7414.

* ARIZONA MOTOCROSS - COP Promotions, Grand Canyon State Classic, Canyon Offroad Park, Peoria. Info: 602/971-3730.

CALIFORNIA GRAND PRIX - CRC/Tri Race Series, Perris. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, CRC Grand Prix, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - Roosters Motorcycle and 4x4 Super Store, Phillipsville. Info: 707/943-3029 or 923-2280.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series Round 4, Hollister Hills Grand Prix Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - The Salsa Motocross Series, The Final, Lemon Grove Motocross, Piru. Info: 805/521-0808.

CALIFORNIA ENDURO - Chaparrals MC, Teagle Wash, Red Mountain. Info:

* CALIFORNIA MOTOCROSS - SSC Motocross, Hungry Valley. Info: 805/294-0020.714/528-3007.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/National MX Series, AMA, Sandhill Ranch, Brentwood. Info: 510/829-9386.

* IOWA HARE SCRAMBLES - AMA/District 22, Des Moines. Info: 515/285-6910.

KENTUCKY MOTOCROSS - Pendleton County MC Park, Gardnersville. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Spring Series Round 4, Fernley International Raceway, Fernley. Info: 702/867-2515.

* NEW JERSEY SEMI PRO MOTOCROSS - AMA/Jay Irwin/Ken Landerman Raceway Park, 11th Annual Honda Big Bucks MX Shootout, Raceway Park MX, Englishtown. Info: 908/446-7800.

NEW JERSEY ENDURO - ECEA Round 4, Motorcycle Competition Inc., Stumpjumper, Warren Grove Firehouse, Warren Grove. Info: 609/758-8222.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

* NEW YORK MOTOCROSS - AMA/Broome Tioga Sports Center Inc., Route 79, Binghamton. Info: 717/222-9290.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - MRA/Sandusky Valley Riders MC, Tiffin. Info: 419/447-3054.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

PENNSYLVANIA MOTOCROSS - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA SHORT TRACK RAIN DATE - Trail Way Speedway, AMA, Hanover. Info: 717/359-4310.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

SOUTH CAROLINA MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Camp Coker MX, Society Hill. Info: 423/323-5497.

* TEXAS MOTOCROSS - 25th annual GNC Texas Series, Mosier Valley DFW, Dallas/Fort Worth. Info: 214/351-9900.

TEXAS VINTAGE MOTOCROSS - Vintage Iron, Texas AHRMA Spring Series, Mosier Valley MX, Euless. Info: 281/497-3366.

WASHINGTON ENDURO - Shelton Valley Enduro/AMA National & Northwest Motorcycle Association Enduro Series/Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/943-8694.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

Las Vegas, Nevada
Looking for three people, a versatile mechanic, experienced parts and accessories person and experienced sales person. Kawasaki of Las Vegas, ask for Dale. Phone: (702)656-1955. Fax: (702)656-0277. NV. (212-14)

Service Technicians
From entry level to 10 veterans (improve your income and lifestyle). Needed for #1 Yamaha dealerships in the midsouth, 3rd largest in the nation, 17 yrs in business, 2 locations. Move to the friendly south. Great hunting/fishing & benefits, pay based on attitude, eagerness, and experience. *salary or hourly avl. *insurance program *factory school pay *5 day work week *paid vacations/holidays *moving allowance *friendly southern staff *new shop equipment *confidential. Call and let's talk about it. The Great Outdoor Store, Dyersburg, TN. & Jackson, TN. Ask for Stuart. (901)824-1000 fax (901)824-1004. TN. (304/TFN)

Parts Person
Northern California largest Kawasaki & Yamaha shop needs top notch parts people. Must be a team player and have "customer comes first" attitude. Fax your application to Dave at Hayward Kawasaki Yamaha. Fax (510)537-4283 Phone (510)537-2257. CA. (207-TFN)

Service Technician Needed
Large Japanese motorcycle and Personal watercraft dealership needs service technician for immediate opening. We offer competitive pay and full benefits. Bring resume and apply in person. Kolbe Motorcycle Sales, 22123 Ventura Blvd. Woodland hills, Ca. 91364. CA. (207/TFN)

Salesperson Needed
We are looking for experienced sales people for No. California largest Kawasaki/Yamaha dealership. We have the product to support your goals. Liberal commission base. Fax application and resume to Kevin at Hayward Kawasaki Yamaha. Fax (510)537-4283 Phone (510)537-2257. CA. (207/TFN)

HELP WANTED all positions. Santa Monica Honda, Kawasaki. (310)450-4643. CA. (213-16)

Service Technicians
From entry level to 10 veterans (improve your income and lifestyle). Needed for #1 Yamaha dealerships in the midsouth, 3rd largest in the nation, 17 yrs in business, 2 locations. Move to the friendly south. Great hunting/fishing & benefits, pay based on attitude, eagerness, and experience. *salary or hourly avl. *insurance program *factory school pay *5 day work week *paid vacations/holidays *moving allowance *friendly southern staff *new shop equipment *confidential. Call and let's talk about it. The Great Outdoor Store, Dyersburg, TN. & Jackson, TN. Ask for Stuart. (901)824-1000 fax (901)824-1004. TN. (308/TFN)

Service Manager * Technician Parts & Accessories Salespersons
Do to expansion and being one of the biggest multiple franchised dealers in the country we are in need of an aggressive career minded Service Manager, two Technicians and experienced Parts and Accessories Salespersons. These are long term positions and we need the right people to grow with us. One of the best income and benefit packages available, for confidential interview please call John Burley at (703)237-3400 or fax resume to (703)534-0839. Coleman Powersports. VA. (209-16)

MOUNTAIN MOTORSPORTS IS NOW taking applications for salesmen, parts counter people, setup and service technicians. Come join one of the largest and most established multi-line stores in the inland empire. We offer growth, a health plan, vacation and top pay for top performers. Contact Shawn Packer (909)988-8988. CA. (201/TFN)

SOUTHERN CALIFORNIA Honda, Kawasaki, Polaris dealer looking for experience commissioned mechanics, parts counter person, and sales people. Call John (818)287-6167. CA. (311-14)

HJC, Shoei Sales Reps Wanted Now!!
Helmet House Inc. is the largest national helmet and apparel distributor representing HJC, Shoei and Tour Master. If you want a serious career opportunity in the Motorcycle Industry, your future is promising at Helmet House as an outside sales rep! Fax immediately to Joe Piazza of Dennis Yohman: (818)880-4550. CA. (311-14)

Journeyman Watercraft Tech
Needed for one of the nation's largest multi-line dealers. Must be willing to relocate. Top pay for right person. Division CC, P.O. Box 498, Long Beach, CA 90801. CA (211-14)

Service Writer/Advisor
State-of-the-art Harley-Davidson/Buell dealer in Maryland in immediate need of a Service Advisor. Harley-Davidson/motorcycle experience a must. Excellent attitude and communication skills necessary. Excellent pay & benefits. Contact Doug for more information @ (301)694-8177 MD (311-14)

Service Technician
Experienced Harley-Davidson technician needed immediatley for high-volume state-of-the-art Harley-Davidson/Buell dealer. Positive attitude is as important as experience. Excellent benefits. Pay based on experience. Contact Doug for more information @ (301)694-8177 MD (311-14)

Service Manager
Large multi- line dealer in Atlanta in need of motivated, experienced, mature individual. Excellent pay, benefits. Live in the south. FAX resume (770)941-2421 GA (112-14)

Service Technicians
From entry level to 10 veterans (improve your income and lifestyle). Needed for #1 Yamaha dealerships in the mid south, 3rd largest in the nation, 17 years in business, 2 locations. Move to the friendly south. Great hunting/fishing & benefits, pay based on attitude, eagerness, and experience. salary or hourly available, insurance program factory school pay *5 day work week paid vacations/holidays moving allowance, friendly southern staff, new shop equipment, confidential. Call and let's talk about it. The Great Outdoor Store, Dyersburg, TN. & Jackson, TN. Ask for Stuart. (901)824-1000, fax (901)824-1004 TN (312-15/TFN)

Service Tech.
Busy northwest independent dealer selling and service all brands. Need experienced tech. with all around expertise on motorcycles - watercraft - snowmobiles. Call Dave at Ride Motorsports (206)487-3881 or fax resume to (206)402-8022. (212-15)

Service Techs $1,000 Bonus!
$1,000 signing bonus for qualified Honda, Suzuki, Ducati & Sea-Doo technicians to join our year-round service team. Includes excellent pay, benefits and facilities in our fast growing, northern California superstore. (510)687-7742. Concord Motorsports. Concord, CA. (312-14)

★★★Outrider★★★
Of Santa Monica is looking for qualified parts people call between 10 and 6:30. (310)452-7790 CA. (212-15)

MECHANIC \ SERVICE MANAGER: Experienced mechanic needed for Kawasaki \ Yamaha dealership. Snowmobile and watercraft knowledge helpful. Located in small Idaho town: 40 miles from Boise. Great place to raise family. Resume: Desert Mountain Cycle, P.O. Box 837, Mountain Home, Idaho 83647. Call: (208)587-3705. ID. (213-14)

Service Techs.
Come live on the beautiful California Coast. Top pay for top techs now! Del Amo Motorsports. (310)372-8891, Fax (310)379-2730. CA. (213-16)

★★★Journeyman Technician★★★
Established, busy Honda / Yamaha dealer seeks technician with dealer background. $22 per hour flat rate. Call Greg at R & J Honda / Yamaha, Vallejo, Ca. (707)643-2548. CA. (213-15)

Sales Manager Needed
Must know motorcycle and pwc, financing and all duties that go along with job. Benefits and good pay. Please call Berkeley Honda Yamaha Sea-Doo at (510)525-5525 or fax resume to (510)526-7270. CA. (213-14)

Performance Tech Needed
Experienced, motivated, self-starter needed for technically challenging independent dealer. Primarily Japanese, but some Harley and late Ducati. Good work habits and attention to detail a must. Dyno and flowbench experience preferred. Motorcycle Performance, ask for Bill. (608)238-1195. WI. (313-16)

Experienced Mechanic
Needed. Multi line dealer hiring trained and experienced tech. Excellent pay and working condition. Akron, Ohio. Call (330)896-9007. OH. (313-14)

"Big Sky Country"
Honda, Polaris, Ski-Doo,Sea-Doo dealer looking to enhance their award winning staff. Seeking experienced, qualified personnel for sales and parts. Mail resume to 2050 Harrison Ave. Butte, Mt. 59701 or E-mail to Redline@Buttenet.com. MT. (313-14)

Live The Colorado Lifestyle
Experienced mechanics needed for busy multi-line, motorcycle, watercraft, ATV and snowmobile dealership. Year round employment, competitive pay and benefits. Send resume to: Rocky Mountain Cycle Plaza, 3505 E. Platte Ave. Colorado Springs, Colorado 80909 or call (719)591-9700. Attention: Chuck or John. CO. (213-14)

Inside Sales Positions
Xtreme Designs, Inc. is looking for motivated and enthusiastic individuals. Industry experience preferred. For more information contact Chris Morton by fax (619)630-3431 or phone (619)630-6370. CA. (213-14)

MECHANICS, CONFIDENT, knowledgeable. No MMI or AMI necessary. Excellent pay and benefits. McCoys Harley BMW Green Bay. (800)236-1729. WI. (214-17)

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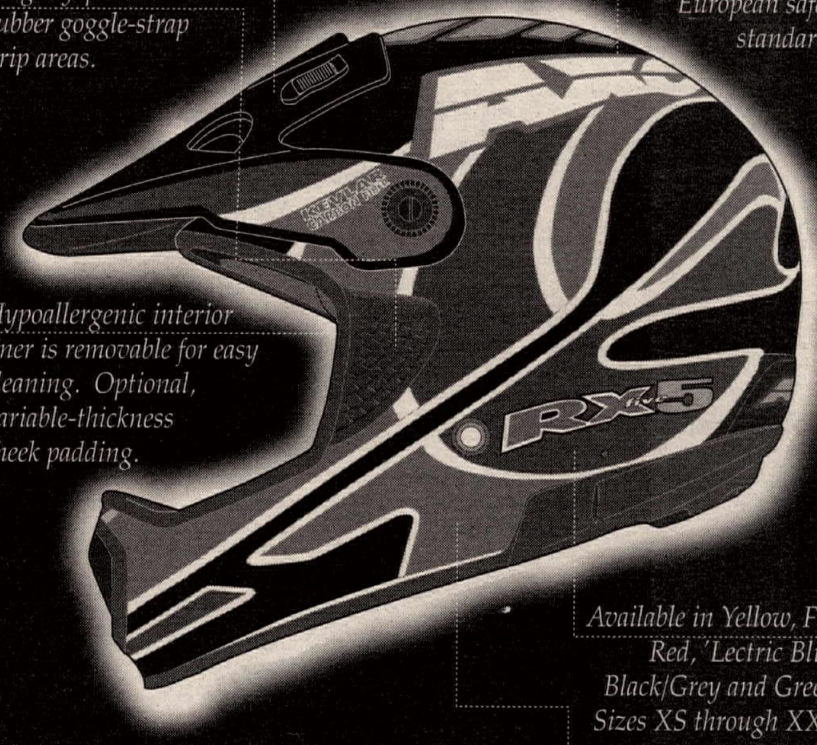

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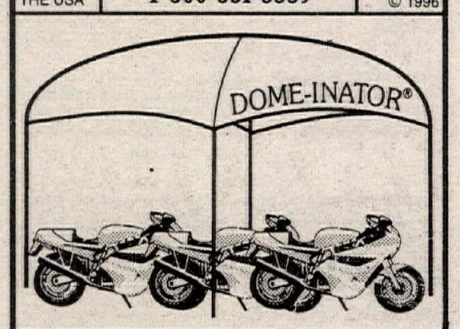

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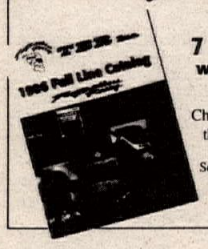

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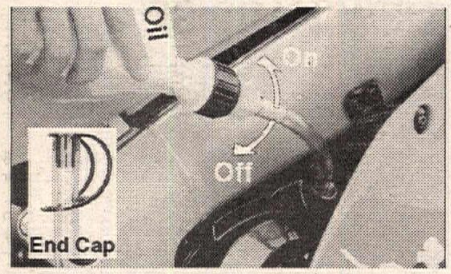

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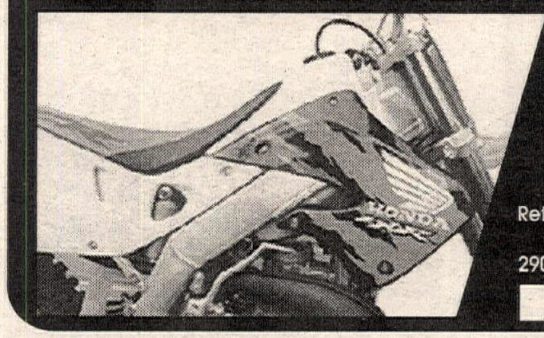
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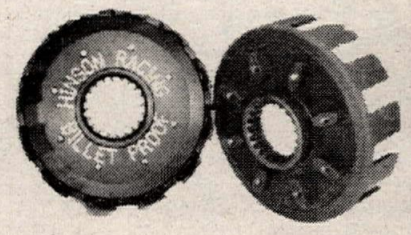

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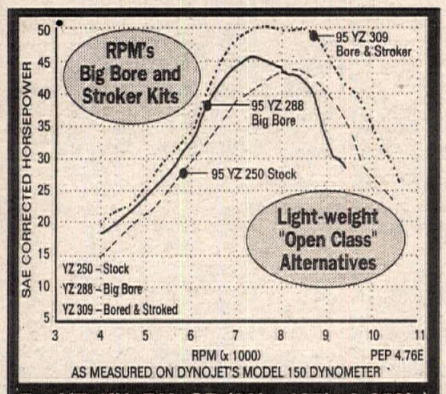

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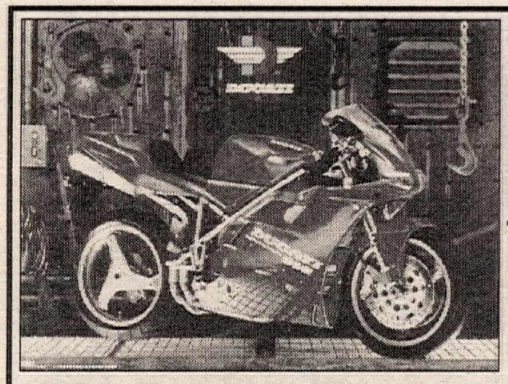

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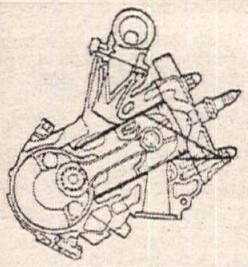

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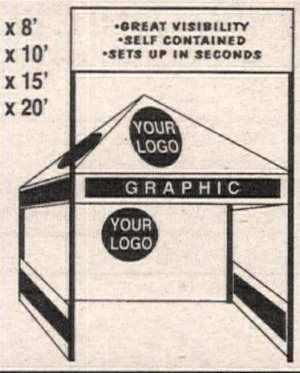

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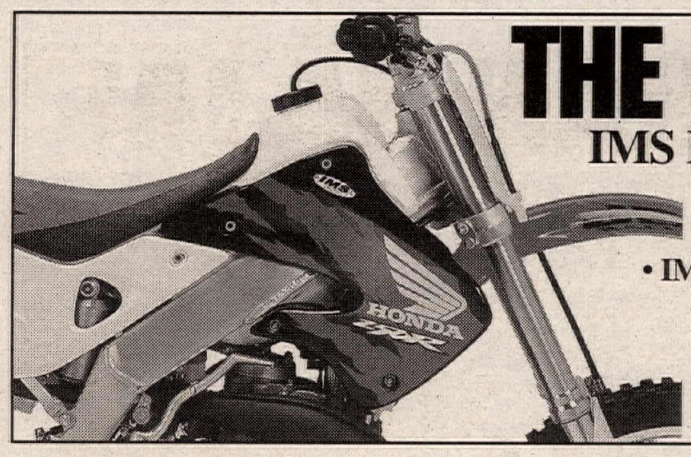

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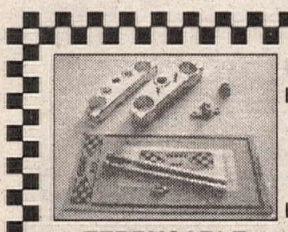

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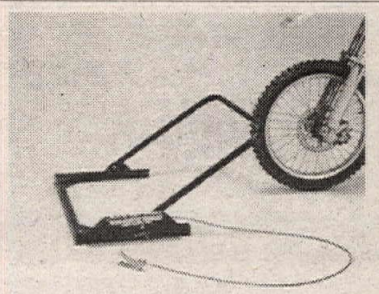

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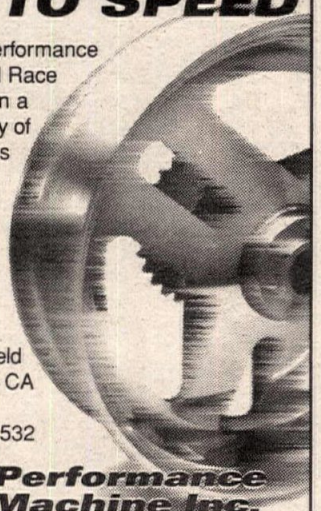

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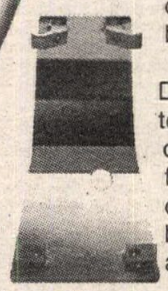

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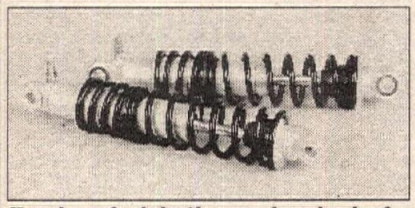

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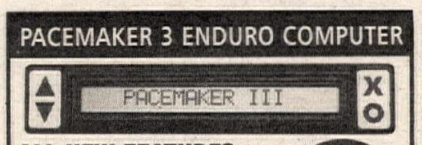

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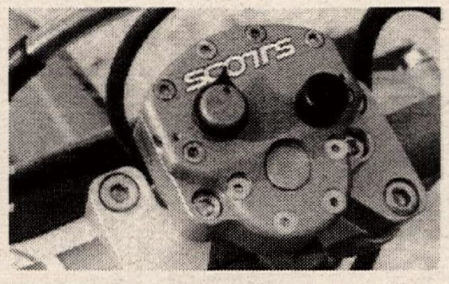

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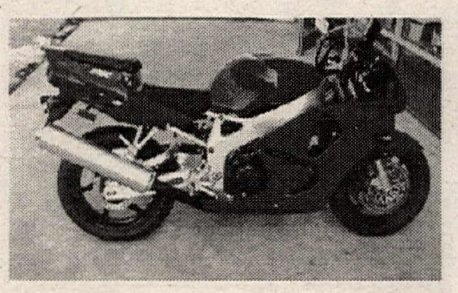

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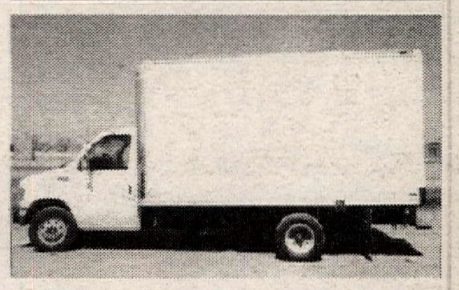

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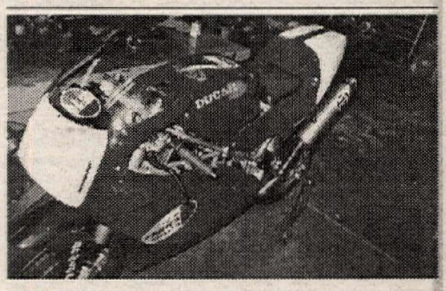

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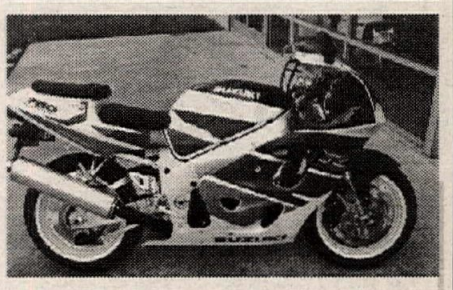

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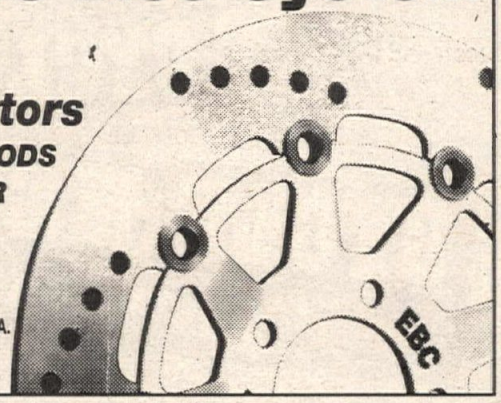

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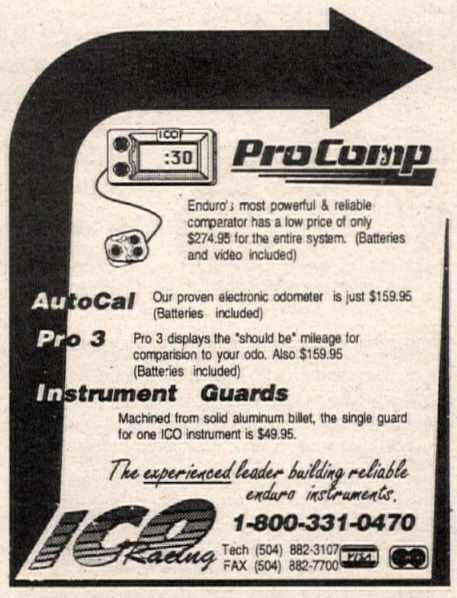

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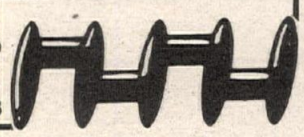

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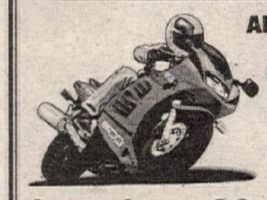

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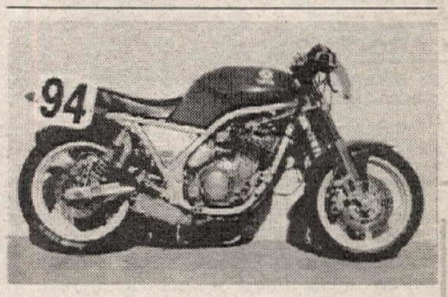

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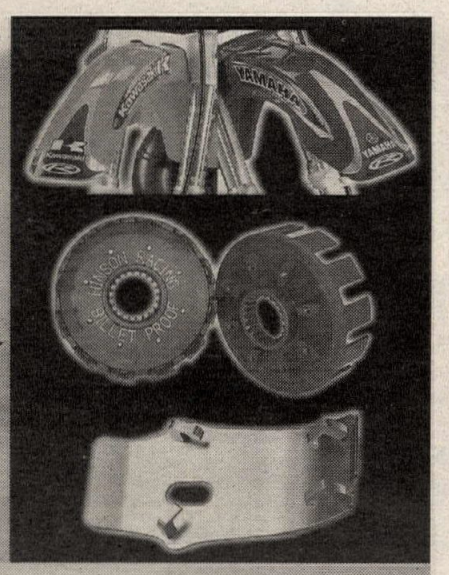

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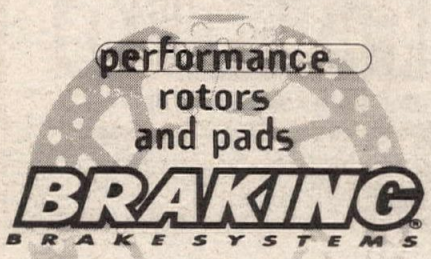

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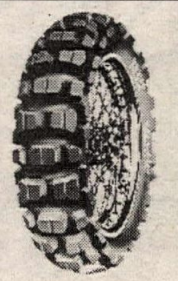

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A & J Cycle Salvage 58
A M A Pro Racing 63
A-Loop Off Road 59
ACME Suspension 59
Action N.A., Inc. 62
Action Sports Promotions 61
Aerostich Riderwear 59
Aircone Inc. 59
Al Baker's XR's Only 58
ALLREDY Canopies 57
American Dirt Bike, Inc. 57
American Honda 56
American MC Institute 62
American Suzuki 68
AMP Racing 46
Andrews Yamaha-Kawasaki 56
Apache Honda Yamaha 54
Applied Racing 57
Arai Helmets 35,64
Atomic 22 Titanium 54
Avon Tire 62
AXO Sport 52
Backroads Adventure B.C., Inc. 62
Baja Designs 59
Baja Off Road Tours 58
Baja Off-Road Adventures 54
Banzai Parts 53
Bare Bones Machine 53
Barnett Tool & Eng. 61
Bel-Ray Lubricants 53
Bell Helmets 65
Bent Clothing 59
Berg Racing USA 55
Bert's Motorcycles 53
Biefle USA, Inc. 59
Bill Cody Racing 65
Bill's Pipes 55
Black & Gray Design Mfg. 63
Braking USA 64
Bridgestone Tire 21,55
Buell Motorcycle Co. Inc. 56
C&J Racing Frames 53
C Cycle Suspension Service 59
C P C 53
California Cycle 55
California Racing Club 45
Can-Am 57
Carb Parts Warehouse 52
Carbon Tech 61
CBR Bearing Co. 57
Champion Racing Frames 57
Championship Cup Series 56
Chaparral Cycle Supply 58
Clarke Mfg. Co. 53
Clayton Foundation Thank You A 37
CMA 46
CMC Arizona 45
Cometic Gasket 61
Competition Tire East 46
Composites Unlimited 65
Copper Gaskets Unlimited 65
Cosmopolitan Motors 53
Creative Energies 52
Cryolabs 65
Cycle Express 53
Cycle News Dealer Sales 48
Cycle News Hats 49
Cycle News On-Line 38
Cycle News Subscription 40
Cycle News/YamahaSX Sweepstake 42
Cycle Pros 52
Cycle Recyclers 54
Cycle Service Racing 44
Cycle Specialties Athens 64
D & D Motorcycle Service 65
D & D Performance Exhaust 63
D & S Kawasaki Honda 58
D.I.D. 57
Dennis Kirk 62
Desert Only Yamaha 57
Devol Racing 51
DG Performance 59
Dirt Diggers North 46
DNA Racing 53
Ducati 63
Ducati Beverly Hills 55
Dunlop Tire 56
Dynatek 53
Earl Small's H-D 54
EBC Brakes 61
Edelweiss Bike Travel 59
Elf Lubricants N. America 59
Engine Dynamics Co. 57
Engines Only 55
Enzo Racing 57
Eric's Motorcycle Co. 61
Erion Racing 61
Euro-Tech Engineering 65
European Cycle Specialties 56
Event Technology 55
F&L Company 52
Factory Connection 63
Falicon Performance Engineering 61
Fast By Ferracci 55
Fast Company 63
Fineline Motosports 61
Finish Line Products 64
FMF Racing 54
Fontana Radiator Works 65
Fremont Cycle Salvage & Access. 64
G F I Racing 44
Gary Baileys MX School 61
Gas Gas USA, Inc. 53
Glen Helen Racing, Inc. 44,45,47
GNC Motocross 39,44
GPI/CRCL Cycle Products 54
Grace LeFebure 57
Gustafsson Plastics 56
H R P Products Inc. 65
Hall's Husqvarna 62
Hammerhead Graphics 58
Hap Jones International 61
Hayward Honda 56
Heid's Hodaka 62
Hi-Point Trailers 53
Hinson Racing 59
Holliday Canopies 64
Honda of Russellville 55
HRP Products 57
Husaberg Motorcycles USA 57
Husqvarna 63
I-40 Motocross 62
I.C.O. 61
Impact Racing 58
Import Specialties / CCM San Jose 65
Inter-State Oil Co. 63
International Motorsport 58
International Speedway 46
Iowa Lakes Community College 57
Italjet USA 55
JN Innovations 58
JC Motors 63
Kawasaki Motors Corp. 5,54
Ken Maely Enterprises 56
Kentucky/Tennessee MX Association 47
KG Clutch Factory 54
Klemm Research 56
KTM Of Mojave 58
KTM Sport Motorcycle USA 25,30,31,53
Kustom Kraft Performance 47
L & R Racing Products 64
Lamson Porting 55
Langcourt Limited, Inc. 63
LEM R & D 56
Letko Competition Cycle 55
Lindemann Engineering 65
Los Angeles Sleeve Co. 65
Lost Trails 44
M.C.C. 64
M/C Concepts 54
M/C Specialties 54
Magnum Distribution 62
Maier Manufacturing 63
Maxima Racing Lubricants 64
McGraw Insurance Service 59
Megacycle Engineering 61
Metzeler Motorcycle Tire 54
Mid Cities Honda Kawasaki 64
Mike Kidd Promotions 55
Mike's Cycle Parts 64
Mindspring 37
Mission Yamaha 63
Moroney's H-D 54
Moto Air 53
Moto America, Inc. 55
Moto Liberty Cycle 52
Moto Line 63
Moto Point 57
Motocross Racing Association 64
Motoman 63
Motorace 61,63
Motorcycle Accessories Unlimited 56
Motowest Racing 44
Motowest Racing Ent. 47
Mountain Motorsports 65
MSD Ignition 55
MSI Trailers 63
Myler's Radiators 55
Neanderthal Cycle Salvage 61
New Video Release 39
Niagara Lifting Devices 56
Nickel Silicon Carbide 57
Nitrous Oxide Systems, Inc. 61
NMA 37
Noleen Racing , Inc. 56
North County Yamaha 56
North West Maico & CZ 58
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Oakland Sports Center 37
On Two Wheels 57
Over the Hill Gang 45
Pace Motorsports 40
Parts Express 65
Penguin Roadracing School 55
Penske Racing Shocks 59
Performance Machine 59
Pettersson Pro Suspension 57,65
Pit Bull Stands 62
Pit Pro 58
PJ1:PJH Brands 64
Polishing Express 53
Pomona Valley Kawasaki 54
Poway Honda/Kawasaki 54
Power Start 63
Powroll, Inc. 59
Pro Action Technology 61
Pro Art Works 57
Pro Circuit Racing 57
Pro Plates 55
Pro-Vue 65
PVL Electronics 37,57
R C Components 54
R K A 64
R K Racing Chain 54
Race Code 57
Race Tech 35,53
Race Tire Service 57
Racer Productions 38,47
Racing Engine Components 55
Rancho M/C Dismantling 55
Repton Fabrications 55
Rick Petersen Motor Sports 55
Ridersville Cycle 53
Rising Sun Imports 59
RM Express 59
Rocket Rex Racing 62
Ron Wood Racing 52
Safari Cycle Spares 55
San Diego Flat Track Assoc. 45
Scramp/Laguna Seca 33,41
Seals Communications 13
Shinko Tire 56
Shock Therapy 65
Shoei Helmets 57
Shoup Enterprise 57
Silkolene 37
Slater Bros. 62
Sloan/SHY Racing 52
Smith Cycle Access & Sls 63
Sole Performance 59
Sonic Sport Wear 52
Spectro Oils of America 64
Sprocket Specialists 55
Starwest Supercross Park 46
StickerPoint USA, Inc. 61
Stocker's Starters 58
Storz Performance, Inc. 58
Streits Honda Kawasaki Yamaha 64
Sudco International 63
Sunstar Engineering 53
Super Flow Corporation 59
Superbike Mike Engineering 59
Superior Sleeve & Machine 57
Supertrapp Industries 61
Syed Leathers 62
Team Calamari YSR 61
Teamline Roadracing Fangear 62
Tech Care Suspension 57
Tech Products 55
TechnoMagnesio Wheels 61
Terrycable Products 56,58
The Clayton Foundation 37
Thousand Oaks Yamaha/Kawasaki 64
Thumper Racing 63
Timberland MX Raceways 47
Titanium Advantage 58
TNT Motorsports 52
Tony D MX School 63
Tony Doukas Racing 62
Too Tech Suspension 62
Torco Racing Oils 58
Town & Country Cycles 55
Travelcade 65
Trick Racing Fuel 54
Tulare Raceway 44
TSR 65
Two Brothers Racing 52
U F O 63
U.S. Maico/Wulfsports 64
Upstate Cycle 57
Vance & Hines Motorcycle Center 52
Vanson Leathers 58
VP Racing Fuels 62
WERA 63
W S M C 45
Web-Cam 54
West Coast Honda 61
Western Honda 57
Western Mfg. Corp. 58
Wheel Works 54
White Bros. Cycle Specialties 44,64
Wiseco 56
Works Connection 61
Works Enduro Rider/WER 61
Works Performance Products 59
WorldSports 59
Yamaha Motor Corp. 11,61
Yoshimura R&D 53
Z Racing 59
Zero Nine Mfg. 61

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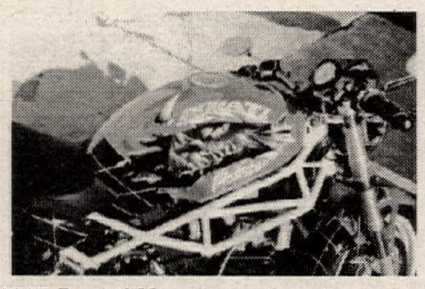

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Ducati Closeout !!!

'96 M-900's crated $7,995. '96 900SP's $8,495. Current '97 Ducati's also available. We ship daily. Delano Sport Center. (800)827-2530. MN. (314-15)

'94 RGV250

Very clean, 2,000km, $5,500. Also '92 Kawasaki ZX-7R, never raced, 6,500 miles, $5,195. Dealer. (800)827-2530. MN. (314-15)

'91 Bimota Dieci

New, zero miles. FZR1000 engine 397 pounds. Red, silver. Small cosmetic damage for freight while crated. Sadly, must sell $8,995 / obo. (503)786-0673. OR. (014-15)

'94 ATK 605cc

Less than 1,000 miles. New tires. Stored inside. Excellent condition. Never raced. Call (208)733-7222. ID. (314-15)

FOR SALE HONDA ST1100 body parts. (320)354-4461. MN. (314)

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Misc. FZR1000 Parts, '89

Wheels $300 pair, modified EXUP $200, stock seat, rear bodywork, air box etc. (815)459-1922. IL. (314-15)

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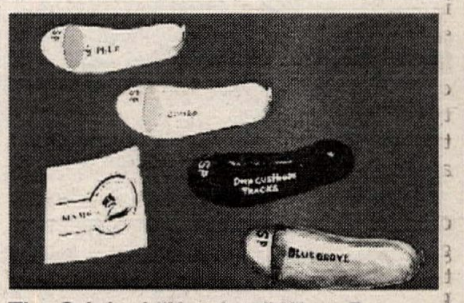

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'94 KX500

Marzocchi forks, dry brake and MX tanks, steering stabilizer etc. Too much to list, excellent $2,500. (213)650-8534. CA. (314)

'89 - '93 FZR1000 parts. Vance & Hines power pack, $199. Keihin 41mm flatslides $700. Much more. Call before 10pm EST. (207)655-3138.ME. (314-16)

1990 Yamaha FZR1000 150hp

Adult street ridden only. Wiseco 1040 kit. Keihin 41mm flatslides much more $5,399. Can ship. Call before 10pm EST. (207)655-3138. ME. (314-16)

WANTED: DIRT TRACK LEATHERS to fit 5'8" 170# rider. (630)961-0946.IL. (314-16)

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Want to buy speedway bike. For collectable. Will not be actively raced. (630)961-0946. IL. (314-16)

Jones Goggle Lenses

Wanted! Lexan lenses, especially rose and clear, in new or excellent conditon. Dealers or private parties ,please call (206)788-4569. WA. (314)

1995 KDX200

Excellent condition, Fredette shock, Gold valve forks, Rad valve ported, new chain, sprockets, tires, just greased. $2,800. (815)436-8201. IL. (314-17)

LARGE CAPACITY IMS gas tank, fits Kawasaki KLX 650 Green 1993. $150 (815)436-8201. IL. (314-17)

1988 YZ-250 WITH ALL desert equipment plus wide-ratio gears $1,400. (818)345-0637. CA. (114)

'80 Ducati 900SS

Black / gold, restores, Imola spec, cams, HiComp pistons, 40mm Dellortos, Mag Campagnlos. All stock parts . Also, dual / solo seats, beautiful condition. (414)633-6182. WI. (114-15)

900RR Parts Cheap

Calipers with dual braided lines $125. Stock air box $50. Misc. other parts. (206)746-4767. WA.(314-15)

WANTED LIGHTWEIGHT PARTS (titanium) for '94 KX250. Monday-Friday 9-5. (810)732-0510. MI. (314-19)

'91 CBR600F2 Racebike

Fresh engine, $3,000 in extra parts, with trailer. $4,500. Call Greg. (303)770-7706. CA. (314-16)

Wanted DR350 Mikuni TM33SS Carb

(520)290-2502. AZ. (014)

RACER X

BY DAVEY COOMBS

Superman bought his own ticket. Kennedy actually rode. Air Jordan sent the rest of the Bulls in his place. Fabio did security in the FMF pits. Vanilla Ice brought his bachelor party to the stadium. LL Cool J and Carlton were fashionably late and missed practice. The "ESPN2 fitness chick" doesn't miss a race.

In the expanding universe of AMA Supercross racing, these are just a few of the stars that have recently spun into the orbit of this sport. As supercross grows in credibility and prestige, so does the star-power quality of names on the guest list. Kind of like a posh new restaurant on Melrose, supercross appears to be on the verge of becoming the place to be for those select few in our society that we affectionately call "celebrities."

Motorcycles were always cool, but only the heavy American-built kind ever got a lot of notice in Hollywood. Sure, there were a few great movies "Little Fauss & Big Halsey," "On Any Sunday" and a few not-so-great ones "Winner Take All," "On Any Sunday II). There was even a long-forgotten Peanuts television special called "You're a Winner, Charlie Brown" that played off the 1970s motocross surge - lovable loser Charlie Brown wearing a pumpkin for a helmet in his race against the mysterious Masked Marvel, who was actually his dog Snoopy. Anyway, motorcross was a big for a while in Hollywood but then the Karate Kid took the place of The Dirt Bike Kid, computer games became cooler than riding motorcycles, and having ex-soldiers blowing up entire cities became an even bigger box office draw than Steve McQueen jumping any fence.

Now it seems like the trend is coming back and dirt bike racing, especially the AMA Supercross Series, has become a hot scene for Hollywood hipsters and professional athletes from other sports. For instance, at this weekend's Orlando SX the press box held seats for MTV anti-vixen Kennedy, Orlando Magic basketball players Dennis Scott and Penny Hardaway, racer-turned-rapper-turned-racer again Vanilla Ice, and Mark Martin of the #2 car. No one was sure whether Penny and the NASCAR guy ever showed up, but Kennedy, Scott and the Iceman cometh.

Kennedy was on hand in Orlando as part of an MTV special about sports. She was supposed to drive NASCARs with the Disney people and play tennis with Pete Sampras, but the only thing that came through was a few laps around the supercross track with Jeff Emig. That was on Friday morning. The totally cool Kennedy came back on Saturday to hang out and spectate with Denny Stephenson and arenacross hottie Michelle Falls, who's something of a celebrity herself. Some guys, like Denny, have all the luck.

During the actual race on Saturday night Kennedy was invited to join the ESPN2 coverage of the race. When Art Eckman was prepping her for the show, he mentioned all of the top racers that were absent with various ailments. Kennedy shot back, "Well, this is the cold and flu season, of course." Dennis Scott brought his whole family to the race and admitted being blown away by the action, especially when he saw Ricky Carmichael bust out that whip-it on the triple jumps: "Man, I thought a triple jump was when the dude hops up and down on the bike three times."

As for Vanilla Ice (a.k.a. Robbie Van Winkle) he may not be as big a star as he once was, but he's never gotten over his love for supercross racing. How else can you explain a guy who comes to the races on the night before his wedding, then throws himself an impromptu bachelor gig into the wee-hours with close bros Jeremy McGrath, Jimmy Button and Grayson Goodman. Ice used to race himself and was by all accounts pretty good at it. He may not be as big a rap star as he was in the day of Ice, Ice Baby, but he seems to have never forgotten where he came from.

I'm not sure where Fabio the supermodel/butter salesman came from but you can sure tell when he's around. A huge fan of the sport and a novice rider himself, Fabio can often be found at the races with a throng of autograph seekers around him. He usually hangs out in the FMF pits. He's taller than he looks on television or on the cover of my girlfriend's romance novels, and he attracts a huge crowd wherever he goes. Still, we were over Fabio by the time the second LA SX rolled around, but this time he brought his drop-dead gorgeous girlfriend with him on the second Saturday night of the season, and we were starstruck all over again. She was stunning, and so was her girlfriend, in their matching little FMF shirts. Fabio is the man!

Another superman who came out to the races was Dean Cain, star of the television show "The New Adventures of Lois & Clark." He did not have his publicist call ahead and get him in the best seats for free. Instead, he walked up to the ticket counter and paid to get in. This came as a shock to Robin Janson, the wife of supercross director Roy Janson and the person in charge of the freebies at will call.

"We tried to give Dean and his friends seats in the press box but they didn't want them," said Mrs. Janson. "He said they wanted to sit outside in the grandstands." When asked who she thought was the most macho, Fabio or the caped one, Robin chose Superman. "He's better-looking to me because I like my guys to look like Superman, but I will admit that Fabio's got my kind of body," said Janson, which certainly explains why she married Roy.

The guy with the master plan for hooking celebrities up is Joe Colombero of American Suzuki. While in his marketing role for the company Colombero has crossed paths with a lot of Hollywood types who are huge motocross and supercross fans. "When I tell them I can maybe get them passes for the races they go nuts," says Colombero. "It's like, 'Can I meet Jeremy McGrath? Will Roger DeCoster be there?' I think it's really great that they love our sport so much and that it's starting to get popular as far as mainstream sports go." Over the years Colombero has introduced such movie and television celebs as Matt LeBlanc (Friends), Stephen Baldwin (The Young Riders), Alfonso Ribero (Carlton on Fresh Prince), volleyballer Gabrielle Reece, Jason Gedrich (The Last Don) and Ethan Wayne (the Duke's actor/rider son).

Colombero was in full effect at the two Los Angeles SXs this year, bringing along singer/actor LL Cool J, the aforementioned Carlton, and starlet Nicole Eggert, a sandy-haired blond-turned-troubled waif who used to be on "Charles in Charge" and "Baywatch." She now does B movies that are very thin with a lot of skin but for me the fact that she likes supercross makes her the queen of the silver screen.

For me personally, the height of star power in the 1997 AMA Supercross Series came at the Seattle Kingdome when the Chicago Bulls showed up behind the starting gate looking for some seats in the press box. They were all invited by Oakley's Johnny O'Mara, and most showed up. Alas, Michael Jordan and Scottie Pippen didn't come, but my third all-time basketball hero Toni Kukoc and everyone else on the bench was there. (Dennis Rodman was serving a suspension for nuttin' that photographer and was not allowed to travel with the team).

McGrath recognized them right away and tried to hook the Bulls up with some passes but his heat race was literally ready to take off, so I jumped into action to help my beloved Bulls find some VIP seating. With the help of the AMA's Sonnie Finch and Pace man Jason Babiar, we got the greatest basketball team, Harlem Globetrotters notwithstanding, into the press box. Now it was time to get my reward for being so helpful to the Bulls - a photograph standing next to Toni Kukoc! As I moved into the private room with my camera, reserve shooting guard Jud Buechler said: "No way. No pictures now. Can't you see the guy just wants to watch the race?"

At this point I wanted to get up in the guy's face and remind him that he was the 11th man on the roster and would be just another tall white guy playing volleyball on the beach if it weren't for Jordan and Pippen, but he was right. When the stars come out to watch the racers, they're not stars anymore - just supercross fans like the rest of us. The Bulls stayed and watched until the end, then they asked to go down to the pits and meet some of the riders. The knowledge of that alone is better than any photograph for my refrigerator. They're still my favorite team, only now I hope and pray Jud Buechler gets traded.

Next time he can sit in the stands with the stands with Superman. CN

LOOKING BACK...

30 YEARS AGO... APRIL 20, 1967

Ron Grant won the 100, 125, and 175cc GP classes on Yamahas an AFM Road Race in Cotati, California. **Art Baumann** won the 350cc GP class on a Honda, **Dick Kilgore** won the 500cc GP class on a Honda and **Dave Bostrom** won the Open GP class on a Triumph...**David Faria** won the 650cc Expert main event at the Hi-Hats M.C. Scrambles in West Pittsburg, California, on a Triumph. **William Saltzman** won the 250cc Amateur class on a Bultaco and **Robert Grossi** won the 200cc Amateur class, also on a Bultaco...Husky-mounted **J.N. Roberts** won the Pacific South West Championship Hare and Hound in Lucerne, California, that was televised by ABC-TV. **Gary Preston** finished second overall and first Open Expert on a Triumph, **Larry Bergquist** took third overall and second 500cc Expert on a BSA and **Bill Friant** took fourth overall and first 250cc Expert on a Greeves.

20 YEARS AGO... APRIL 13, 1977

Yamaha's **Bob Hannah** won both nights of racing action in an AMA Supercross held in the Pontiac Silverdome in Michigan. Suzuki's **Tony DiStefano** got second both nights, while Honda's Jim Pomeroy got third on Friday and Can-Am's Jimmy Ellis got third on Saturday. Hannah was so pleased with his wins that he raffled off his winning YZ250 to the lucky crowd for five dollars a ticket...Yamaha's **Skip Aksland** was nearly tackled and detained by overzealous security guards as he ran to grab his leathers just before his win at the Long Beach GP in California. Yamaha-mounted **Gene Romero** took second and Suzuki's **Barry Sheene** got third...KTM's **Tom Brooks** broke **Jim Fishback's** stranglehold on the Orange County M C Great Bear GP at the now demolished Riverside Raceway in southern California, by taking the overall win...Reigning 500cc World Road Race Champion **Barry Sheene** motored his Suzuki to the Venezuelan GP. Yamaha's **Steve Baker** and Suzuki's **Pat Hennen** finished second and third, respectively.

10 YEARS AGO... APRIL 15, 1987

Harley-Davidson's **Chris Carr** won the Sacramento Mile in California over Honda's **Bubba Shobert** and Harley teammate **Scott Parker**...Team Honda's **Rick Johnson** took his third straight 250cc Supercross win with a victory at Texas Stadium. Kawasaki teammates **Jeff Ward** and **Ron Lechien** finished second and third, respectively. Honda-mounted **Kyle Lewis** won the 125cc class over **Bader Mannah** on a Kawasaki and **Mike Craig** on a Honda...Team Lucky Strike Roberts' **Randy Mamola** won the opening round of the rain-soaked Japanese GP in Suzuka. Rothman's Honda-mounted **Wayne Gardner** finished second and Suzuki's **Takumi Ito** took third.

Masuru Kobayashi won the 250cc class...Honda privateer **Paul Krause** surprised many, including race favorite and defending champ **Dan Smith**, who finished third on a Husky. Suzuki RM250-mounted Charlie Morris Jr. finished second overall and first 250. CN

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